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TONY REEVES

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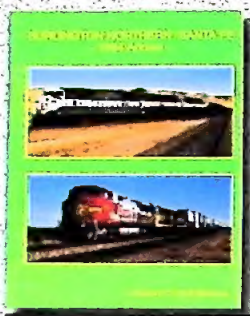

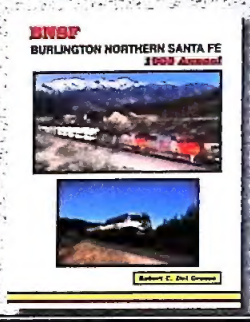

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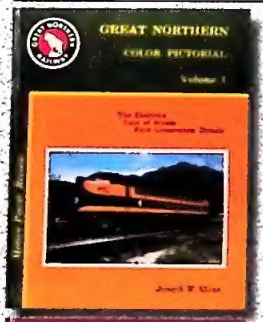

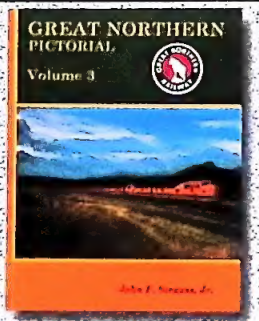

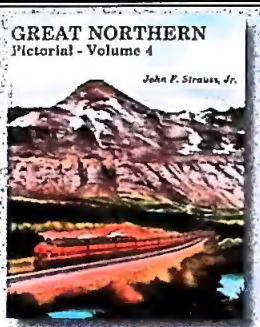

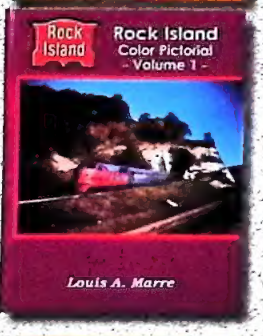

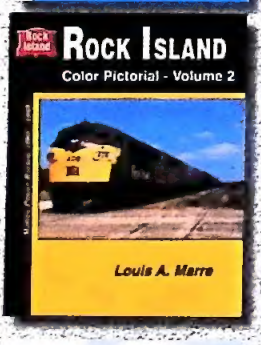

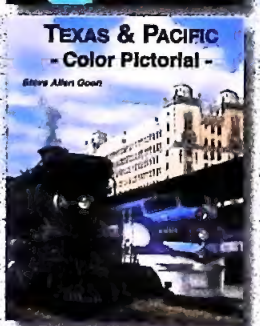

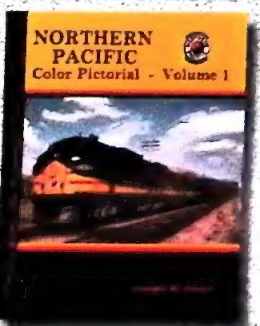

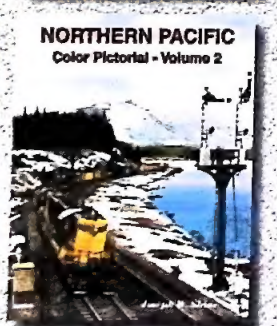

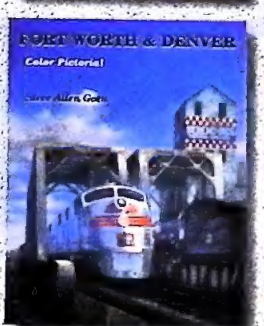

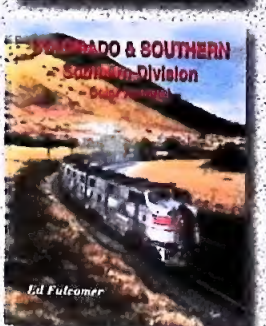

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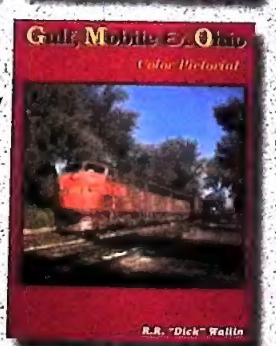

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Accidents _____

Commendations _____ Employee # _____

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RAILFAN® & RAILROAD

AUGUST 1998/VOLUME 17 NUMBER 8
RAILROAD / founded 1906 / volume 120 number 5

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On the cover:

Laurinburg & Southern SW9 138 and SW1 116 lead a southbound train through the Scotland County countryside just south of Wagram, North Carolina, on March 22, 1996. Tony Reevy takes us on a tour of the historic Carolina short line and its remarkable fleet of switchers beginning on page 30. Kodachrome: Tony Reevy.

From the Publisher's Desk: The Fantrip of June 9, 1946

World War II brought an end to fan trips as railroads found themselves short of equipment and trained personnel. Additionally, railroads were a vital adjunct to the war effort and authorities didn't take kindly to camera-toting railfans asking questions about train movements. Trips such as the September 24, 1939, New York, Ontario & Western-Delaware & Hudson Inspection Tour from Weehawken, New Jersey, to Cadosia and Oneonta, New York, sponsored by the New York Division of the Railroad Enthusiasts and Railroad Magazine were over for the duration.

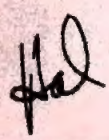
Imagine how the fans felt at a spring 1946 meeting of the RRE in Grand Central Station when cherubic, stogie-smoking trip chairman Ed Hansen got up at the meeting to announce that he had met with the NYO&W's Bert Tompkins and arranged a steam powered trip for June 9th on the Ontario & Western which included some 181 miles from Weehawken, N. J., to Walton, N. Y., in our own observation car. I don't recall the fare but Ed always liked to tell us how cheap he was able to get the trip, something like 1.32 cents per mile. New Yorkers got to ride the New York Central ferry across the Hudson, either from the downtown Cortlandt Street slip or the midtown 42nd Street slip. New Jerseyites had to fend for themselves.

June 9th was a warm sunny day. O&W train No.1 had a class Y1 4-8-2 on the head end, outshopped by Alco in 1922. At Middletown we'd change engines and pick up No.405, the former *Mountaineer* engine streamstyled by Otto Kuhler. The tin sheathing had disappeared during the war but two tell-tale rings around the stack told of greater days. The consist was made up of a baggage car, two New York Central commuter coaches and the two NYO&W observation cars. We had the last observation to ourselves.

The Weehawken terminal was a wooden, stub-ended structure and the NYO&W ran on New York Central's West Shore via trackage rights for the 50-odd miles to Cornwall where NYO&W tracks started. Even on Saturday, NYC's West Shore Route had good service and still boasted an express train to Kingston and Albany although diners and Pullmans had long vanished. The O&W's winter train would soon be joined by a daily summer extra. The wooden coaches used during the war had given way to leased cars from the NYC, SAL, CNJ, Reading and other roads. Signs of a major change were evident for those who looked and observed. One of the two O&W main line tracks was out of service. At Middletown many of the wood passenger cars were seen reduced to maintenance of way service and, as we passed the Middletown shops, we caught a glimpse of stored steam power which would never again boast a full head of steam: 0-6-0s, 2-6-0s, 2-8-0s and a 2-10-2 Bull Moose, some of which were camelbacks. Other equipment included one of the O&W's famous truss-rodded wood milk reefers, No.1034, which was parked on a siding at Middletown station. Also part of the collection was one snow flanger that would be sold to the L&HR and serve that road to the end

Along the way we saw some most interesting sights. The signal tower at the crossing with the L&NE in Campbell Hall, New York, was still in service. Some class-W 300-series 2-8-0s were seen working at Cadosia (the junction point where the Scranton Division went off to the anthracite coal fields of Pennsylvania, once an important revenue source for the road) and Middletown. Occasionally we'd go in the hole to let one of the new EMD FT A-B-B-A lash-ups go by with a heavy tonnage freight. The heavy Y-2 4-8-2s were still in service, but the giant wooden coal dock in Middletown photographed with an FT gave brute evidence of what was coming.

The Delhi branch at the time of our trip still boasted one train a day out of Walton but service to Accord and Sydney had ended. Improved roads, new autos and limousines would eventually spell the end of the remaining NYO&W passenger service and freight service would end a few years later in 1957. Nevertheless, the mystique of the NYO&W carries on and I can still hear Ed Hanson proclaiming that he had met with Bert Tompkins and the RRE was running a great trip. Great they were.



RAILFAN & RAILROAD

A magazine produced by
Carstens Publications
Newton, New Jersey 07860
http://www.carstens-publications.com

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RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Henry R. Carstens, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700.

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Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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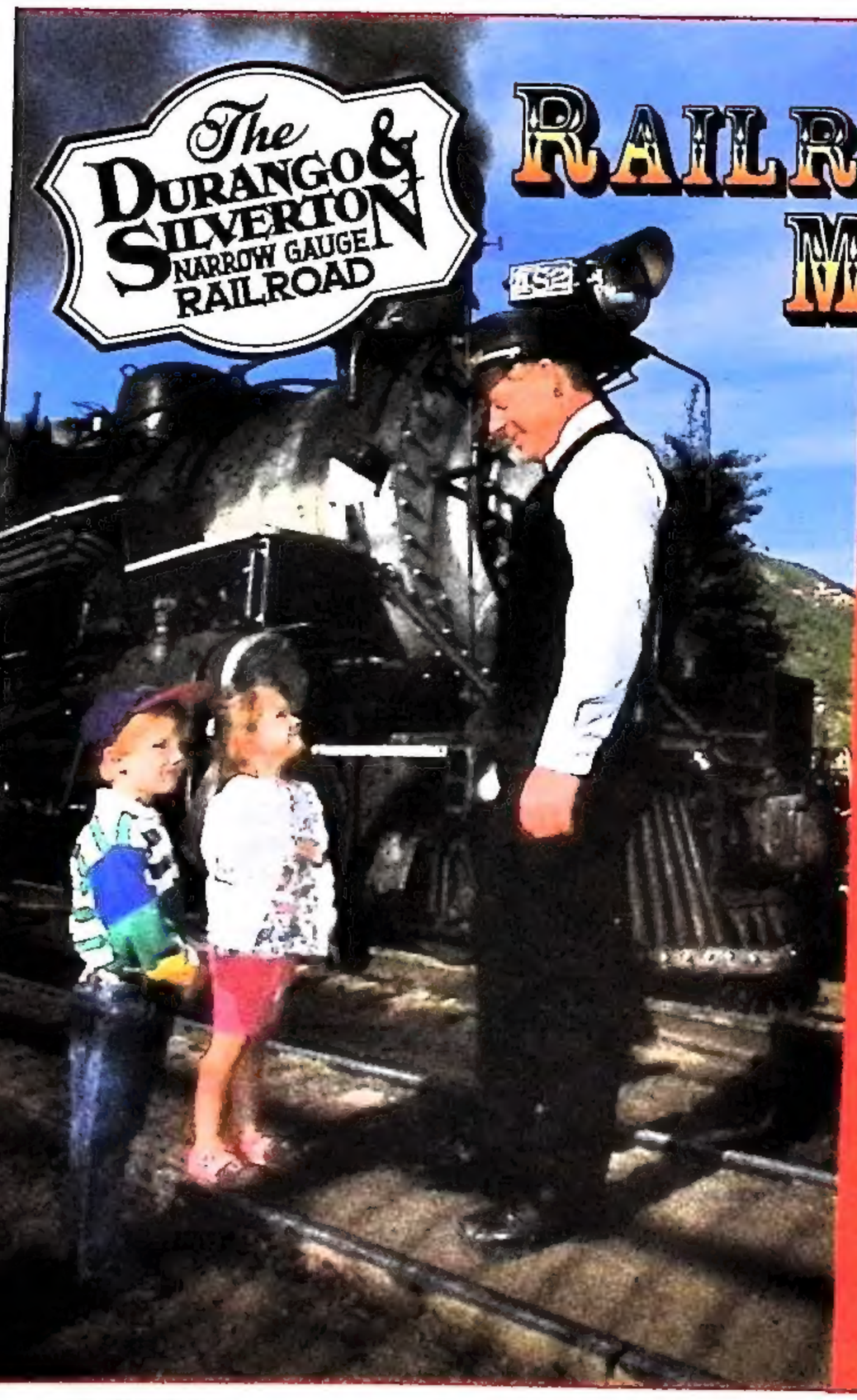

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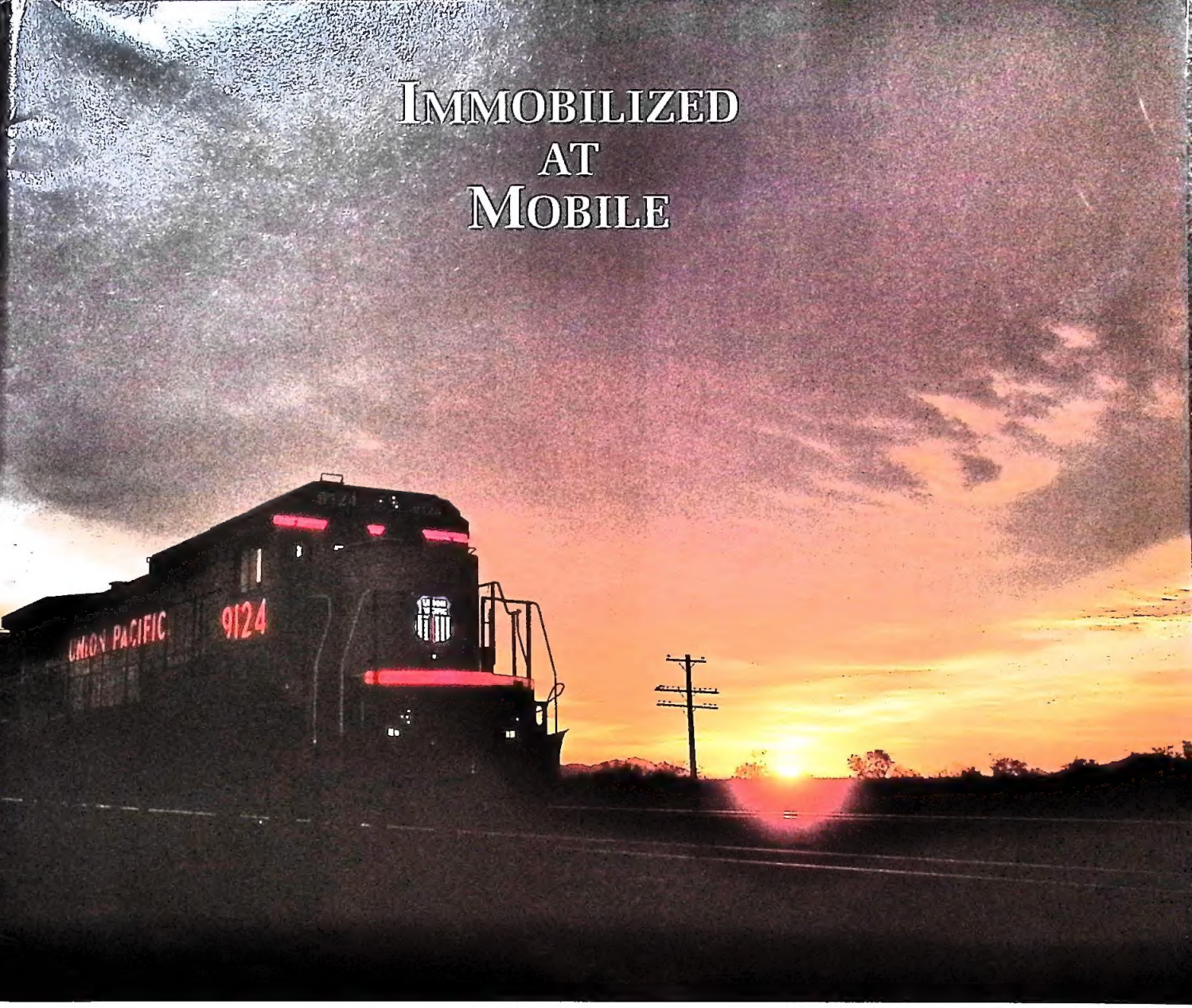
Immobilized at Mobile



photography: bruce kelly

"You have to understand; we're not responsible for the mechanical problems you guys encounter en route. I'll do what I can about getting a ride out to pick you up."

IN THE FRIGID pre-dawn darkness of the Arizona desert, along a busy stretch of main track known as the Gila Line, brutal honesty broadcast over the radio by Union Pacific's Dispatcher 44 is par for the course to the crew of an eastbound freight that's about to die short of Tucson on account of some motive power malfunction. And it's merely one more ache in the enormous ailment that's beset UP operations ever since it absorbed former rival Southern Pacific. Worse yet, the date is November 30, 1997, three days after the Thanksgiving deadline upon which UP Chairman Richard Davidson expected there would be significant signs of improvement.

But no. Sunrise at 7:15 a.m. reveals still more problems. One hundred and two miles west of Tucson, on the east slope of Maricopa Hill where only cacti greet the morning glimmer, there's yet another dead train (**above**), gathering dust at a lonely siding called Mobile. Look that up in *Webster's New Universal Unabridged Dictionary.* "Mobile: movable; not firm, stationary, or fixed. Capable of being moved or transported quickly." What irony, especially when you recall how that famous UP shield adorning the nose of Dash 8-40C 9124 was once synonymous with slogans like "We Can Handle It" and "We Will Deliver."

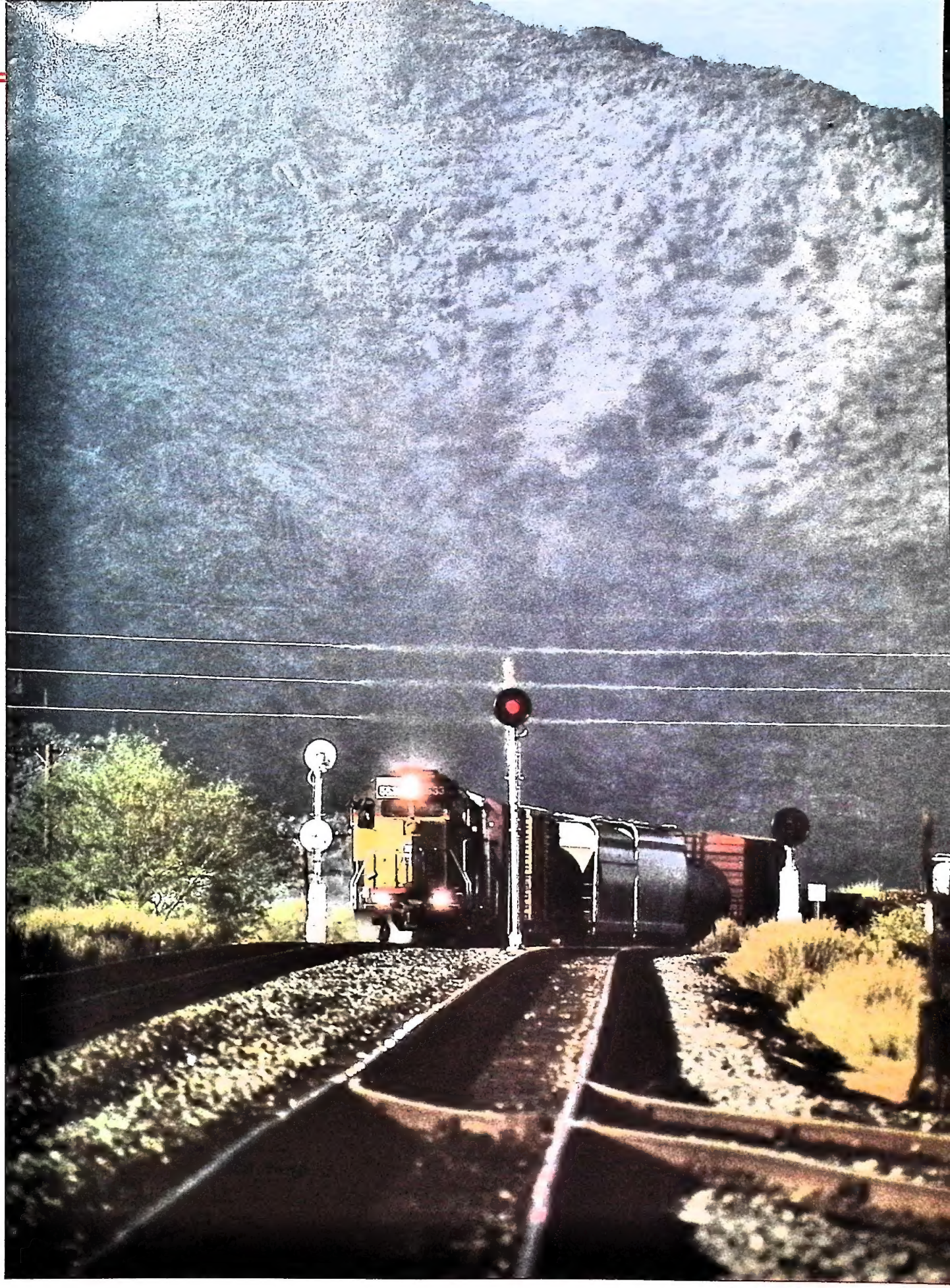
Immobilized at Mobile

One minute after sunrise, the gleam of Armour yellow paint (**above**) spells hope for the Gila Line. Before the UP-SP merger, trains here were powered by scarlet and gray diesels which, in most cases, were so badly weather-beaten that the tattered SOUTHERN PACIFIC name looked more like an unfinished puzzle from "The Wheel of Fortune." Nonetheless, SP trains back then were on-the-move, and sidings like Mobile were occupied only long enough to let opposing traffic pass. UP's obsession with corporate image is one of the reasons that its post-merger infection spread so far so fast before anyone realized (or was willing to admit) that the railroad was headed for disaster. But, that same obsession has helped drive UP to get its "Great Big Rolling Railroad" rolling once more.

At 7:50 a.m., UP 9196 East roars down off the Maricopa Mountains at 70 m.p.h. (**below**) with a mile of double-stacked containers in its care, passing the still-unoccupied 9124. Fifty minutes later, an eastbound manifest that spent the night at Gila Bend comes crawling out of the west slope's 1% grade and over the 1520-foot summit of Maricopa Hill at Estrella (**opposite**). On board is an extra crew that will drop off at Mobile to get the 9124 West on its way again.

During the summer of 1997, 'We Will Deliver" dissolved into a broken promise. While the worst of UP's troubles seem to be over, delays such as what we've just witnessed at Mobile continue to occur systemwide. UP posted enormous financial losses for the third and fourth quarters of 1997, and industry analysts predict that UP will fall even further behind this summer and fall when foreign containers begin flooding America's West Coast seaports in anticipation of the Christmas shopping season.

There have been rumors that UP may sell or spin off certain ex-SP routes to get back into lean, fighting shape. The main line through southern Arizona and across Maricopa Hill, however, is so strategic for east-west shipping that UP will probably hold onto it at all cost, even if that means putting its customers' cargo on temporary hold at lonely desert sidetracks like Mobile.



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FANMAIL

Preston George and Oklahoma

I certainly enjoyed Preston George's photographs of Curtis Hill in the May 1998 issue of RAILFAN & RAILROAD. There is another significant accomplishment of Preston's that isn't mentioned in the autobiographical material in WE'D LIKE YOU TO MEET . . . It's his joint authorship of the basic and definitive work on every single mile of railroad built in Oklahoma.

Compiled while he was an engineer for the Oklahoma State Highway Commission, it identifies every segment in the state with milepost numbers, identifies the original corporate builder or owner, subsequent changes in ownership and any abandonments. Each "segment" is not just a broad brush treatment — it's each piece of line as it was built, often as little as a few miles or even less than a mile, and includes such things as what promoter (by corporate name) took it over to build the next few miles, etc., and all information includes dates.

It was originally published as *Railroads of Oklahoma, Bulletin No.60 of the Railway & Locomotive Historical Society* in 1943. It was a joint effort of George and Sylvan R. Wood, an assistant professor at Oklahoma A&M (now Oklahoma State). Subsequent updates have been issued by the State Highway Commission, now the Oklahoma Department of Transportation. The most recent edition I have been able to find has been April 1, 1978, under the title *Railroads of Oklahoma, June 6, 1870 - April 1, 1978,* and it includes this note: "Major portion of the report consists of *The Railroads of Oklahoma, Bulletin No.60* / by Preston George and Sylvan R. Wood. Boston, Mass.: Railway & Locomotive Historical Society, Inc., January 1943."

All the copies I've been able to locate, of any edition, have been in library reference sections. I've never found a copy offered at a train or railroadiana show or by a dealer.

Curtis Hill author Terry LaFrance, incidentally, has a copy.

WES LEATHEROCK
Oklahoma City, Okla.

Curtis Hill today

In regard to the June '98 issue of R&R, the article *BNSF on Curtis Hill* by Terry LaFrance was excellent! The map, photos and radio frequency list complimented his thorough knowledge of the area and Curtis Hill.

As a former resident of the nearby Texas Panhandle, I did notice two small errors. One, to nit-pick, *Cimarron* is spelled with one *m* and two *r*'s. The other, the Southwest*ern* Railroad runs from Shattuck, Oklahoma, to Perryton and Spearman, Texas, not Pampa. Pampa rests on the BNSF Panhandle Sub and was formerly reached by an abandoned Fort Worth & Denver branch. The former Santa Fe depot at Pampa is a unique two-level brick structure and deserves a peek. The FW&D depot also still stands in Pampa.

Please encourage Mr. LaFrance to write more articles about Oklahoma railroading!

ELVEN L. MARSHALL
Harvey, N.D.

Plowing Donner Pass

Dick Dorn's letter in the July '98 issue regarding the former Southern Pacific rotary snow plows contains a number of factual errors about the Union Pacific rotaries. It is true that the plows of both roads were designed with the peculiarities of each road's snow problems in mind, but by no stretch of the imagination does that

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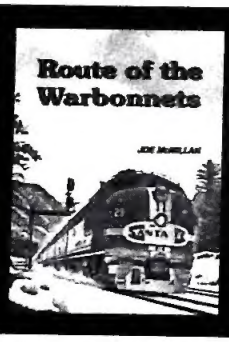

The Santa Fe in the 1970s
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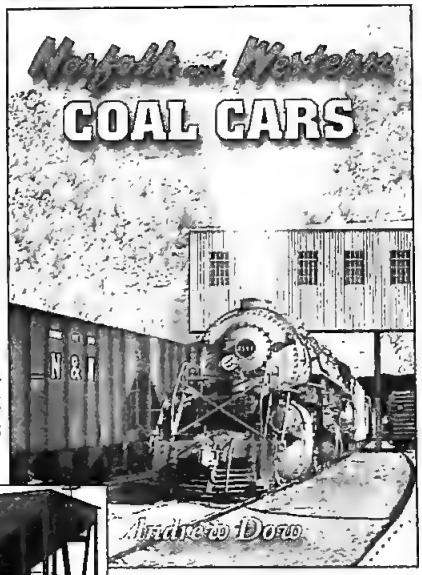

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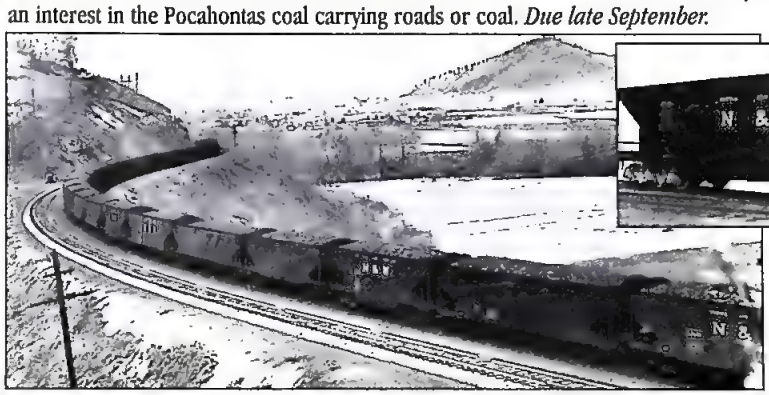

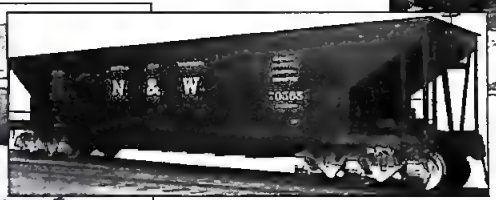

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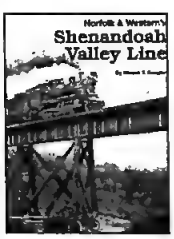

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mean the Union Pacific rotaries would have any trouble with Donner Pass snow. The plow assigned to Roseville, California, UP 900081, cuts a 14-foot swath, not 13 feet as Dorn claimed. It can easily be modified to make a 16-foot-wide cut if that is what the local snow fighters prefer. All that's necessary is to add one foot to each wing or install larger ones, along with longer travel hydraulic cylinders.

UP plows do not have a water car — the 900081 has an internal 948-gallon boiler water tank, which is enough for about 14 hours without refilling. Unlike the ex-SP plows, which virtually always operate only between Roseville and Truckee and have several places to refill their boiler tanks in that 100-mile stretch, we often travel several hundred miles to a snow blockage, after which it's not unusual to plow 400 or more miles then turn around and plow sidings on the way back. We don't have the luxuries of plowing the same areas all the time, or of sheltered water plugs at handy intervals. In our situation, it is much easier and far more productive to have the tank car keeping the boiler water tank filled while we are plowing than it is to stop for water. I assume Dorn has never tried to locate a fire hydrant under ten feet of snow in a town he's never been in before at 3:00 a.m. in an effort to fill a boiler water tank. Jim Mahon thought the tank car was a great idea once he understood the conditions under which the UP plows usually operate. Of course, when the 900081 goes into service on Donner, it won't need the tank car. Nor will it need the tool car we sent with it, as spare parts and supplies will be kept in Roseville.

Dorn's statement that "four big SD's" push the UP plows is also wrong. Long-standing instructions are that UP plow trains are powered by four four-axle or three six-axle locomotives. We never use four SD's. In fact, two SD's are sufficient just as they are for the ex-SP plows, but we use three due to experience and the circumstances we usually face. It's not unusual for us to plow continuously for several days and nights; after awhile, at least one of the pusher units will ingest enough snow to start having ground relay problems and we have to take it off-line until it dries out, leaving us two SD's to plow with, which we can do without interruption. Murphy's Law being what it is, this type of situation always happens when a replacement locomotive is a long way away, and we are simply not willing to endure the delay. Having three units on the train gives us a margin and lets us keep right on plowing. And we've never come close to derailing the car, even in the deepest and hardest North Dakota snows.

I can understand Dorn's admiration for the ex-SP machines and the men who man them, but that does not justify his scorn toeard the UP machines. If he knew more about the UP plows and why things are set up and done the way they are, he might have a slightly different outlook.

STEVE LEE
Union Pacific Railroad
Cheyenne, Wyo.

Hand on the Throttle in Dixie

I am writing in reference to an item in the May '98 issue of R&R. On page 10 is a short article entitled "Dream come true" which depicts the Valley Railroad's "Hand on the Throttle" program. I'm sure you realize other organizations offer similar sessions, usually patterned after the diesel "rent-a-locomotive" program offered at the Portola Railroad Museum in California.

The Tennessee Valley Railroad Museum has been offering hourly rentals for several years. Our locomotives can be scheduled anytime regular trains are not operating, such as after hours. Usually, either diesel or steam is available including Alco RSD1s, EMD GP7s, a Baldwin VO1000, 2-8-0 No.610 or 2-8-2 No.4501. We even have Budd RDC's which can be rented.

Participants can operate their locomotive over TVRM's three-mile main line which includes four bridges and 1000-foot Missionary Ridge tunnel. The wye at Grand Junction and turntable at East Chattanooga makes it possible to run the locomotive forward at all times, but most engineers find that it eats up too much tune to turn around. Therefore, most charters run forward and reverse as many tunes as possible. There is only a brief familiarization process before the actual "hands on" process begins. The entire session is closely monitored by a certified engineer and a fireman is included with steam locomotives. All participants receive a personalized engineer's certificate upon completion of their charter.

I just thought you'd be interested in knowing the availability of a first-class "rent a locomotive/hand on the throttle" program in the South at TVRM!

STEVEN R. FREER
Editor, *Smoke & Cinders*
Chattanooga, Tenn.

New Orleans "bridge slugs"

My photo of UP-leased Amtrak F40PH's on page 27 of your June 1998 issue has all the key words in a somewhat jumbled order. The "bridge slugs" jargon is a catch phrase for some local railfans referring to UP's group of engines that shuttle traffic over the Huey P. Long Bridge in New Orleans. The same engines are used in shuttle service from days to weeks at a time. The power does not have slugs, in the true railroad sense. UP has leased many Amtrak F40PH's, but not specifically for "bridge slug" work. F40PH 242 and 281 were off to other adventures shortly after the photo was taken.

According to its nicely prepared handout, New Orleans Public Belt Railroad (NOPB) "owns, operates and maintains" the Huey P. Long Bridge. Ultimately the bridge is controlled by the city of New Orleans in the sense that "NOPB is a non-profit switching railroad operated by an autonomous Commission of the City."

The photo was taken at East Bridge Junction (Metaire, Louisiana) at the east bank approach of the Huey Long Bridge. NOPB has a small bridge maintenance yard at this location but it's main engine terminal is about 7 miles away in New Orleans. All the roads mentioned in the photo caption use East Bridge Jct. tracks but have yards in different locations of greater New Orleans.

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Despite the many proof-reads of my "Looping the Lakes" story in the July 1998 RAILFAN, I missed a couple of "clinkers" in

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the coal pile. Since the trees had just leafed-out on the Ontario Northern, I was traveling in spring, not autumn as I stated in the text. Summer in Canada is short enough as it is.

Also, the photo caption for the Algoma Central roundhouse in Sault Ste. Marie teleported it to the small French-Canadian community of Hearst, Ontario. *Sacré-bleu!*

TOM SAVIO
Pasadena, Calif.

Burger-munching Wolverine

I enjoyed Tom Savio's "Looping the Lakes" article in the July '98 R&R until about the third column. There the author describes the "Michigan State Woverine linebacker" who devoured six White Castle burgers. Such a creature doesn't exist. He could have been a Michigan State Spartan or a University of Michigan Wolverine, but not the bizarre hybrid named. Judging from the route of the train, the probable location and the guy's taste in burgers, I'd guess he plays for "the other school."

Ah, but the rest of the article was enjoyable and welcome. Given the awful slip the author made early on, that's a tribute to his observations and writing. I hope to hear more from him in the future.

BRUCE T. ALLEN
Professor of Economics
Michigan State University
via the Internet

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

TEXAS STATE RAILROAD (P.O. Box 39, Rusk, TX 75785; 800/442-8951 or 903/683-2561) will host behind-the-scenes tours of the shops at Rusk at 3pm on June 27, July 25, August 29 and September 26. The tours are free.

NORTH CONWAY, NEW HAMPSHIRE, June 27-28. Charter trips over Conway Scenic Railroad sponsored by Mass Bay RRE. Saturday passenger train operates through Crawford Notch to end of operable track. Sunday mixed train operates to Crawford Notch. Runbys both days. Fare $42 for Saturday, $45 for Sunday, $5 for Saturday night photo session. Information from Mass Bay RRE, P.O. Box 475, Nutting Lake, MA 01865-0475.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256) will hold the following special events. Fares are $5 adults, $4 seniors, $3 children.
June 27-28, 19th Annual Trolley Fair with trolley parade, more.
July 25-26, Old Pittsburgh Days featuring Pittsburgh trolleys.

THE HOBO and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.
July 3, Fireworks train, Northfield to Weirs Beach, $10/$5.
July 4, Fourth of July Family Party Train, departing Lincoln; $10/$8.
July 25, August 1, August 29, Gold Panning Special from Lincoln to Livermore Falls, $35/$20.
September 12, 19, 26 and October 3 and 10, Harvest Supper Trains from Meredith; $22/$16.
September 19, 20, and 27, Autumn Leaf Specials, Lincoln to Meredith; $35/$20.
September 26, Autumn Leaf Special, Meredith to Lincoln; $35/$20.
October 3-4, 10-11 and 17-18, Fall Foliage Specials from Meredith to Plymouth and Livermore Falls; $14.95/$9.95 on 9:30am train, $21.95/$15.95 on 1pm train.
October 24, Halloween Train, Tilton to Laconia; $22/$16.
November 27-28, Santa Trains from Lincoln; $8/$8.
December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.
December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.
December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:
July 3, Fireworks Train (reservations required).
August 15, 16, 22 and 23, Thomas the Tank Engine.
September 19-20, Railroad Days with freight trains.
October 23-25 and 30-31, Ghost Train and haunted car.
November 7-8, Throttle Time (learn to operate a locomotive; reservations required).

BOSTON, MASSACHUSETTS, July 3-6. Four-day trip to mid-coastal Maine with activities, events, train and boat rides. Fare $375 per person, double occupancy, includes eight meals; single supplement $160. Information from Mystic Valley Railway, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610, 2-8-2 4501 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.
July 4, to Chickamauga, "Pops in the Park" concert, $42, diesel.
August 15, to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
September 26,to LaFayette "Rail to Wings" airshow, $50, diesel.
October 3, to Trion, "Steam Doubleheader," $62, 610 & 4501.

GREEN BAY, WISCONSIN, July 4-5. Milwaukee Road 261 will power five short trips to Kaukauna on Saturday, all day trip to Marinette on Sunday for the National Railroad Museum. Saturday fares $15 adults, $10 kids, $30 first class; Sunday fares $45 adults, $35 kids, $79 first class. Order tickets by phone at 800/895-0071 or 920/437-7623.

MILWAUKEE ROAD 261 will be running on the following days. For ticket information on the public excursions contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.
July 4-5, short public trips over Wisconsin Central for the Americas Festival, see above listing; **July 7,** *deadhead* from Green Bay to Minneapolis via WC; **August 8-September 3,** BNSF Employee Appreciation Specials, see separate listing; **September 4-7,** display at Topeka (Kansas) Railroad Days plus BNSF specials; **September 11,** public excursion from Kansas City, Mo., to Lincoln, Neb., one way; **September 12,** public excursion from Lincoln, Neb., to Sioux City, Iowa, one way; **September 13,** public excursion from Sioux City, Iowa, to Minneapolis, one way.

CLINTON CORNERS, NEW YORK, July 4-September 13. Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information: 914/266-5494.

FLAGSTAFF, ARIZONA, July 7-11. Santa Fe Historical & Modeling Society *El Tovar* Convention at Little America Hotel. Information from David Johnston, 2700 East Hemberg Drive, Flagstaff, AZ 86004; 520/526-5516.

SYRACUSE, NEW YORK, July 7-12. National Railway Historical Society annual convention. Some events are sold out, other events have been added. Scheduled activities include **July 6,** Diesel powered excursion from Syracuse to Steamtown one-way, night photo session; **July 7,** Steamtown including excursion with runbys, behind-the-scenes tours, rail return to Syracuse; **July 8** Tioga Scenic Railway (*sold out*), RDC trip over NYS&W's "Ontrack" service or O&W bus tour; **July 9** Mohawk, Adirondack & Northern and Adirondack Scenic Railroad from Utica to Old Forge (*sold out*) or NYS&W excursion from Syracuse to Binghamton with Chinese 2-8-2 142; **July 10** RDC trip over NYS&W's "Ontrack" service (*sold out*), railroadiana show, seminars and banquet with Walter Rich of NYS&W as speaker; **July 11** NYS&W excursion from Syracuse to Binghamton with Chinese 2-8-2 142 (*sold out*), Mohawk, Adirondack & Northern and Adirondack Scenic Railroad from Utica to Old Forge, night photo session; **July 12** Finger Lakes Railway excursion over ex-NYC Auburn Branch with two E8s. Information from Central New York Chapter NRHS, P.O. Box 229, Marcellus, NY 13108.

WHITE PASS & YUKON ROUTE (P.O. Box 435, Skagway, AK 99840) will operate steam excursions between Skagway, Alaska, and Bennett, British Columbia, 80 miles round trip. Fare is $156 adults, $78 children and includes lunch. Dates are July 11 & 25 and August 8 & 22. For a brochure or reservations call 800/343-7373.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.
July 11, Detroit to Dearborn by water, viewing steel mills, rail ferry docks, more; $30.
July 11-22, Labrador and More by rail, visit Toronto, Montreal, Labrador City and other cities. Includes Quebec, North Shore & Labrador, whale watch, VIA1 service; $1950 double/$2395 single.
July 12, Detroit to Port Huron by water, viewing historic rail sites; $89.
July 19, Detroit to Grosse Ile by water, viewing historic rail sites and homes of rich and famous; $59.
July 25, Pigeon Farmer's Festival by train from Reece over Huron & Eastern Railway,side trip to Bad Axe; $29 and up.
August 1-7, *Polar Bear Express* via Algoma Central, Ontario Northland and VIA; $875 double/$995 single.
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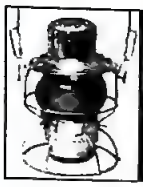

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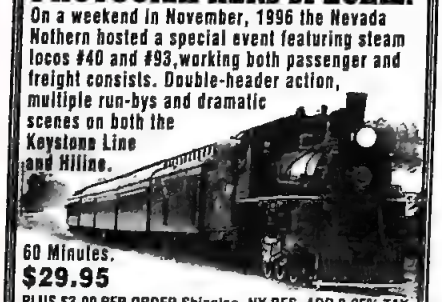

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September 5-19, the *Canadian;* travel to Vancouver, B.C., ride *Royal Hudson* steam train, *Rocky Mountaineer,* more; $3995 double/$4795 single.
September 12-13, Marshall, Mich., by rail, tour historic homes; $79.
October 3-4, Caro Pumpkin Festival by train on Huron & Eastern, side trip to Colling; $19 and up.
December 5 and 12, Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more; trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; www.20thcentury.org) will sponsor the following trips from Chicago. Contact the club for more details and prices.
July 11-18, Colorado Rockies via *California Zephyr;* includes Manitou & Pikes Peak and Durango & Silverton.
July 18, Waukegan, Ill., via Metra for lunch at Mathon's.
August 8-10, Circle trip to Milwaukee and Niles featuring ride on ex-C&O tug *Badger* across the lake.
September 12-13, Historic Home Tour in Marshall, Mich., via Amtrak.
September 27-October 1, Algoma Central's Agawa Canyon train, circle tour of Lake Michigan.
October 10-11, Galena Limited charter to country fair.
October 15-21, *Seven Trains in Seven Days* motorcoach tour to Kentucky and Tennessee; trains include *My Old Kentucky Dinner Train* and *Broadway Dinner Train.*
November 7, Flossmoor Station Brewery via Metra.
December 26-January 1, Baltimore via *Capitol Limited.*

DENVER, COLORADO, July 18. Union Pacific 844 will power its only public excursion of 1998 on the Denver *Post* special to Cheyenne Frontier Days. For ticket information contact Geri Miereis, Promotion Coordinator, Denver *Post,* 1560 Broadway, Denver, CO 80202; 303/820-1964. It is anticipated that 844 will ferry the trainset from Cheyenne to Denver the day before the trip and return the equipment the day after.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) is sponsoring the following special events. Contact the railroad for more information.
July 17, mixed train to Three Bridges, N.J.; fare $20, reservations required.
July 18-19, Railroad Days '98 with displays.
September 19-20, Train robberies; adults $8, kids 3-12 $4.
November 27-29, December 5-6 and 12-13, *Santa Express;* adults $8, kids 3-12 $4.

RAILROADERS MEMORIAL MUSEUM (1300 9th Avenue, Altoona, PA 16602; 814/946-0834 or 888/425-8666) is sponsoring the following special events. Contact the museum for more information.
July 18, bus trip to Steamtown National Historic Site; fare $49 adults, $43 kids under 12.
October 3-4, 4th Annual Railfest, write for free brochure.

BOSTON, MASSACHUSETTS, July 19-August 3. Down East Adventure & Maritime Explorer rail excursion to Labrador over Amtrak, VIA and the Quebec, North Shore & Labrador. Ticket prices from $2300 to $3000 depending on occupancy choice. Fare covers over 1000 miles of track, 34 meals and all admissions. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

PHILADELPHIA, PENNSYLVANIA, July 22. Train trip via Amtrak to Altoona and around Horseshoe Curve, with visits to the Horseshoe Curve Museum and the Railroaders Memorial Museum. Tickets are $238 for first adult family member, $138 for spouse and children under 18, includes one-year membership in Lionel Collectors Club. Tickets and information from the Lionel Collectors Club of America, c/o Mario Evangelista, 1328 Bigler Street, Philadelphia, PA 19148; 215/467-1640.

NEW YORK, SUSQUEHANNA & WESTERN 142 will be making the following moves during July and August. The *tentative* schedule includes the following public and private trips.
July 23-24, Syracuse, N.Y., to Whitehall, N.Y., *ferry move* via the D&H; **July 25,** press trip from Rutland, Vt., to Bellows Falls one-way; **July 29-August 2,** three round trips each day from Bellows Falls to Chester, Vt., on *Green Mountain Flyer;* **August 6,** North Walpole, N.H., to Montpelier, Vt., *ferry move;* **August 7,** VIP trip to Burlington, Vt.; **August 15, 16, 22 and 23,** Burlington to Middlebury on the *Champlain Valley Weekender.*
Also, 142 will power trips on August 8-9 and August 29-30 for the Green Mountain Railroad and Mass Bay RRE; see separate listing under *Green Mountain Steam Specials.*

WILMINGTON, DELAWARE, July 25. 7th Annual Rail to the Fair excursion to Harrington and Frankford, Del., over Conrail's Delmarva Secondary using Amtrak equipment. Train departs Philadelphia 9am, Wilmington 9:43am, with additional boarding locations. Ticket prices range from $22.50 (Harrington-Frankford) to $67.50 (Philadelphia-Frankford). For complete fares and additional boarding locations contact Christie Hoffman, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412.

NEWARK VALLEY, NEW YORK, July 25. Depot Days Festival with train rides, train and craft vendors, fireworks and more. Information from Historical Society, P.O. Box 222, Newark Valley, NY 13811; 607/642-9516.

ROCKY MOUNTAIN RAILROAD CLUB will celebrate its 50th year of rail excursions with a two-day "Photographer's Freight Train" on the Cumbres & Toltec Scenic Railroad on July 25-26. Authentically lettered locomotives, multiple pass runbys. For details contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

WISCONSIN & SOUTHERN RAILROAD will be running the following special trips in Wisconsin using E9A locomotives and streamlined passenger cars. Some trips will offer first class accommodations. For more information contact Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-9229.
July 27, limited seating on *Great Circus Train* from Baraboo to Milton Junction via Janesville.
July 28, limited seating on *Great Circus Train* from Milton Junction to Milwaukee.
September 12, Junction Function Day with hourly trips from Milton Junction to the Rock River Bridge near Edgarton.
September 18-20, Cheese Days with hourly trips between Monroe and Juda.
October 3-4, Fall Color trips from Madison, destination to be determined.
October 10, November 7 and 21, *Badger Limited* will run three trips per day from Milton Junction to Madison for University of Wisconsin football games.
November 28-29, Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

SALT LAKE CITY, UTAH, July 29-August 1. Annual Convention of the Union Pacific Historical Society with tours of UP's Ogden Training Center, Ogden Railroad Museum and Heber Valley Railroad. For registration form contact John Mantey, Registrar, 185 Cordova Court, Boulder, CO 80303-4906.

VISTA-DOME PRIVATE RAIL CAR TRIPS will operate from Chicago on the following dates. Fares range from $900 to $1400 including private sleeping accommodations and meal service in the dome. For more information contact David or Jane Olson at 217/243-5606.
July 30-August 3, to Dallas.
September 11-13, to Cleveland.
September 25-27, to Kansas City.

BELLOWS FALLS, VERMONT, July 31-August 2. Transpo '98 will feature NYS&W 2-8-2 142 operating on the *Green Mountain Flyer,* along with equipment displays and night photo sessions conducted by RAILFAN & RAILROAD. Event coincides with Old Home Days with family activities including a large fireworks display. Information from Steve Mumley at 802/463-9531; railtours@sovernet.com.

SOO LINE 1003 is scheduled to power the following trips in Wisconsin. Please phone for more information. For trips out of Osceola phone 715/755-3570 or 612/228-0263. For trips out of Rhinelander phone 715/352-RAIL.
July 31, August 1-2, trips in Osceola for Wisconsin Sesquicentennial Celebration. Soo Line 2719 may also be in attendance.
August 8, High Bridge - Low Bridge trip from Osceola to New Richmond and return.
August 9, Osceola trips, possibly double-headed with Northern Pacific 328.
August 28, evening dinner train from Rhinelander to Crandon and return.
August 29, Rhinelander to Pembine and return.
August 30, Rhinelander to White Lake and return.
August 31, school children shuttle trips to Starks.

ORRVILLE, OHIO, August 1-2. Overnight diesel-powered trip to Pittsburgh via Wheeling & Lake Erie and Columbus & Ohio River. Fare $195 per person includes train, hotel, riverboat cruise, more. Tickets and information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 weekdays 1pm-5pm.

SMITHS FALLS, ONTARIO, August 2-3. Third annual Jigger Festival featuring track cars of all sizes. For information call the Smiths Falls Railway Museum at 613/283-5696.

BUTTE, MONTANA, August 6-8. Annual meeting of Milwest, a group dedicated to the preservation of the former Milwaukee Road western lines, will be held at the Montana Tech Campus Student Union Building. Registration $10, tours will be offered at additional cost. For information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; mccray@ixi.net.

CINCINNATI, OHIO, August 8. "Summerail at CUT" at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide presentations, railroad show & sale, tours of Tower A. Scheduled presenters include Terry Chicwak, Mark Demaline, Dave DeVault, Kevin EuDaly, Ron Flanary, Steve Forrest, Jeff Gast, David Jakubiec, Steve Patterson, Mark Perri, Mike Schafer and Tom Seiler. Tickets $12 with checks payable to Cincinnati Railroad Club and mail to Summerail 1998, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513-651-RAIL.

CHAMA, NEW MEXICO, August 8. Annual Moonlight Train and steak dinner on the Cumbres & Toltec Scenic Railroad. Trip departs Chama 3:15pm, fare $85 adults, $40 kids under 12. Information from Friends of the C&TS, Attn.: Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109; 505/880-1311.

BNSF EMPLOYEE APPRECIATION SPECIALS will be run on the following dates. *These trips are not open to the general public.* Power will be Milwaukee Road 4-8-4 261.
August 8-9, Minneapolis to St. Paul round trip each day; **August 10,** Minneapolis to Superior, Wisc., one way; **August 11,** Duluth to Superior round trip each day; **August 12,** Brainerd, Minn., to Staples, Minn., round trip; **August 13,** Fargo, Minn.,

to Grand Forks, Minn., round trip; **August 14,** Fargo to New Rockford, N.D., to Minot, N.D., one way. **August 15,** Minot to Williston, N.D., one way; **August 16,** Glendive, Mont., to Forsyth, Mont., one way; **August 17,** Forsyth to Glendive, one way. **August 18,** Glendive to Dickenson, N.D., to Mandan, N.D., one way. **August 19,** Mandan to Jamestown, N.D., one way; **August 21,** Willmar, Minn., to Milbank, S.D., to Aberdeen, S.D., one way; **August 23,** Aberdeen to Milbank to Wilmar, one way; **August 24,** Wilmar to Minneapolis, one way; **August 27,** Minneapolis to LaCrosse, Wisc., one way; **August 28,** LaCrosse to Savanna, Ill, to Cicero, Ill., one way; **August 29,** Cicero to Downers Grove, Ill., three round trips; **August 30,** Willow Springs, Ill, to Joliet, Ill., three round trips, **September 1,** Willow Springs to Chillicothe, Ill., to Fort Madison, Iowa, one way; **September 3,** Kansas City to Topeka, Kan., one way; **September 5,** Topeka to Emporia, Kan., round trip; **September 6,** Topeka to Kansas City, round trip; **September 7,** Topeka to Emporia, round trip.

MILBANK, SOUTH DAKOTA, August 8-9. 14th Annual Train Festival featuring rides on the Sisseton Milbank Railroad on the Whetstone Valley Express. Dinner in the diner, hobos, train robberies, model train show, more. For more information contact the chamber of commerce at 800/675-6656

GREEN MOUNTAIN STEAM SPECIALS with NYS&W 2-8-2 142 will operate on the following dates. Fares are $59 adults, $49 kids 3-12. For more information call 617/489-5277 or e-mail MassBayRRE@aol.com. For tickets write to Green Mountain Steam Special, P.O. Box 192, Hollis, NH 03049; make checks payable to "Green Mountain Railroad;" MC/Visa accepted.

August 8-9, Burlington, Vt. to Rutland, Vt., round trip.
August 29, Rutland to Bellows Falls, Vt., round trip.
August 30, Rutland-Whitehall, N.Y.-Ludlow, Vt.-Rutland.

OELWEIN, IOWA, August 15. Railroad Day of Oelwein featuring displays and vendors at the Railroad Museum. Information from Hub City Heritage Corporation, P.O. Box 300, Oelwein, IA 50662; 319/283-3329.

FLINT, MICHIGAN, August 15-16. 17th Annual Huckleberry Railroad Railfans Weekend at Crossroads Village sponsored by the Friends of the Huckleberry Railroad, 11:30am-5:30pm. Steam powered narrow gauge railroad, shop tours, railroad show & sale, Saturday night photo session, more. Admission $9 daily, seniors and childrens rates available, two-day railfan pass available. Information from Mid-Michigan Railway Historical Society, Inc., P.O. Box 79, Flint, MI 48501; 800/648-PARK.

REVELSTOKE, BRITISH COLUMBIA, August 28-30. Railway Days featuring CPR equipment displays, photo contest, guided photography tours of area rail sites, slide shows, picnic and more. For more information contact Revelstoke Railway Days, P.O. Box 2398, Revelstoke, B.C., Canada, V0E 2S0; 250/837-5345 or 250/837-3337.

TOPEKA, KANSAS, September 4-7. Topeka Railroad Days with excursions, displays including Milwaukee Road 4-8-4 261. More details as they become available.

SCRANTON, PENNSYLVANIA, September 4-7. Rail Expo '98 at Steamtown National Historic Site. Event includes double-headed steam excursions, night photo session, vintage diesels, shop tours, scale live steam and visiting equipment. For more information contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 888/856-2345; www.cs.uofs.edu/~steamtwn.

ROCKHILL, PENNSYLVANIA, September 5-7. Old Fashioned Trolley Weekend at the Rockhill Trolley Museum. Ride streetcars from Johnstown, Philadelphia, York, Brazil and Portugal. Car barn tours and more. Information from 814/447-9576.

BOSTON, MASSACHUSETTS, September 5-7. Labor Day weekend in Lake Placid including Amtrak's *Adirondack*, lake cruise, more. Information from Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136; 617/361-4445.

WHIPPANY, NEW JERSEY, September 12-13. Railroad Festival '98 at the Whippany Railway Museum featuring Railroads and the Military. Train trips, historic and modern military equipment displays, night photo session. Train trips depart hourly noon-5pm, fare $7, under 12 $4, tickets available day of the event. Night photo session $15, tickets ordered in advance from URHS, P.O. Box 711, Clark, NJ 07066. Information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; www.interactive.net/~paultup/wrym.html.

ST. CONSTANT, QUEBEC, September 12-13. Steam Weekend at the Canadian Railway Museum featuring 28 locomotives on display, many outdoors. Highlights include the *John Molson* in operation, scale live steam and a night photo session directed by Mike Del Vecchio. Weekend pass US$15, night photo only $10 from Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec, Canada, J5A 2G9; 514/638-1522.

BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

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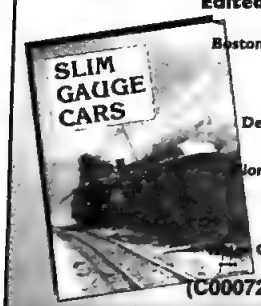

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Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.
September 13, Fox River FolkFest (admission $1 extra).
October 4 and 11, Fall Foliage caboose rides.
October 24-25, Pumpkin Trolley (admission $.50 extra).
October 31, Haunted Trolley.

SKAGWAY, ALASKA, September 17-20. White Pass & Yukon Spectacular '98 with three charter trains, plenty of photo runbys, steam to White Pass summit, more. Prices start at $945, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

DURANGO, COLORADO, September 19. 9th Annual Photographer's Special on the Durango & Silverton Narrow Gauge. Photo opportunities of special train and regular trains. Tickets $75 (specify closed coach or open gondola seating) from Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, CO 81301-5494; 888/TRAIN-07.

TEMPLE, TEXAS, September 19-20. Annual Texas Train Festival sponsored by the Railroad & Pioneer Museum. Craftsmen, music, Civil War reenactments, train robberies and more. Admission $1, under 6 free. Information: Railroad & Pioneer Museum, P.O. Box 5126, Temple, TX 76505; 254/298-5172; mirving@ci.temple.tx.us..

AKRON, OHIO, September 19-20. Diesel powered round trip to Pittsburgh each day over CSX and Conrail. Coach fare $79, tickets and information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 weekdays 1pm-5pm.

BLOOMINGTON, INDIANA, September 25-27. Monon Railroad Historical-Technical Society 1998 Annual Convention with bus tour of Monon from Bloomington to French Lick, Ind., banquet, photo contest, more. For more information contact Tom Rankin, 31 East Wildwood Drive, Round Lake Beach, IL 60073-2042; 847/546-2728.

LINCOLN, NEW HAMPSHIRE, September 26-27. White Mountain Central Railroad Steam Weekend featuring Climax, Heisler and Porter locomotives plus steam rollers, a steam shovel, a steam fire pumper and more. Admission $7, kids 3-5 $2, under 3 free. Information from White Mountain Central Railroad, P.O. Box 1, Lincoln, NH 03251; 603/745-8913; www.clarkstradingpost.com.

CHAMA, NEW MEXICO, September 28-29. Cumbres Fall Colors Spectacular on the Cumbres & Toltec Scenic Railroad. Double-headed Mikados, special photo freight, plenty of runbys. Tickets are $645 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

ELY, NEVADA, October 3-4. Nevada Northern Spectacular with charters on Keystone and Hiline routes, steam double-header, freight and passenger consists, plenty of runbys. Tickets are $425 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

WILLIAMS, ARIZONA, October 2-4. Railfan Weekend on the Grand Canyon Railway. Freight train with Mikado 4960, double-headed passenger train with 4960 and Consolidation 18, A-B-A FA's on regular train. Friday night photo session conducted by Mike Del Vecchio at the depot and out on the line, Saturday banquet featuring J. David Conrad. Information from Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86406; 800/843-8723.

HAMMONTON, NEW JERSEY, October 10. The Haluwasa Shore Line Railroad presents Railfest on its two-foot gauge line. For information contact Haluwasa Shore Line Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

HOBOKEN, NEW JERSEY, October 10, 11, 17, 18, 31 and November 1. Steam-powered trips to Port Jervis, N.Y., behind Chesapeake & Ohio 614. Adult fares $75, children $50.Tickets and information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200; www.chessie614.com. Visa/MC accepted.

GREEN BAY, WISCONSIN, October 10-17. Shenandoah Mountain Autumn Amtrak Tour from Milwaukee (bus connection from Green Bay) to Charlottesville, Virginia, and New Orleans via the *Cardinal, Crescent* and *City of New Orleans.* Price $1150 per person, double occupancy, includes first-class accommodations on Amtrak. Information from the National Railroad Museum at 920/437-7623; staff@nationalrrmuseum.org.

NORTH CONWAY, NEW HAMPSHIRE, October 17-18. 24th Annual Railfan Weekend at Conway Scenic Railroad. Six historic diesels and 0-6-0 7470 in operation. Passenger, freight and mixed trains, night photo session conducted by Les MacDonald, trains to Crawford Notch. For complete information contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

BELLEVIEW, OHIO, October 17-27. Rail and bus tour of Maryland, West Virginia and Pennsylvania featuring Western Maryland Scenic, Potomac Eagle, Cass Scenic, Kingwood Northern and Amtrak around Horseshoe Curve sponsored by Mad River & NKP Railroad Society. Information from Uptown Travel, 212 West Main Street, Bellevue, OH 44811; 800/837-8785.

LOS ANGELES, CALIFORNIA, October 26-November 5. Pacific Railroad Society will take its sleeper and dome-diner to the AAPRCO convention in Albuquerque, N.M. All private-car train from Los Angeles to Grand Canyon, Santa Fe, Albuquerque, Carlsbad and El Paso. Refundable deposit of $50 holds space until plans and prices are finalized. Make checks payable to Pacific Railroad Society and mail to R.C. Sibert, 777 East Valley Boulevard #70, Alhambra, CA 91801; 626/570-8651.

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Australia Steam Extravaganza, August 1-24. Cairns, Brisbane, New South Wales.
Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

TOUR SCANDINAVIA BY RAIL WITH CARSTENS, September 10-26. Join R&R publisher Hal Carstens and visit railroads of Denmark, Sweden and Norway including mountain-climbing tramways with wood cars and Sweden's X2000. Tour railroad and Viking museums, castles, gardens and more. Fares start at $3995. For more information contact World Wide Travel Specialists, Inc., P.O. Box 205, Walterville, OR 97489; 800/831-6233 or 541/726-2601.

RAILROADIANA MEETS

CHARLOTTE, NORTH CAROLINA, July 11. Southeastern Railroadiana Collectors 3rd Annual Railroad Collectibles & Model Train Show at Metrolina Expo Center, 7100 Statesville Road, 9am-4pm. Admission $4, under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

CHATHAM, NEW YORK, July 11. Annual Railroad Heritage Day & Summerfest sponsored by Chatham Village Historical Society at the Chatham Firehouse, 10am-4pm. Conrail locomotive tour, additional activities at the Village. Information: Chatham Village Historical Society, 36 Main Street, Chatham, NY 12037; 518/392-9236.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
July 11-12, Wilmington, Mass., Shriners Auditorium.
July 18-19, Chantilly, Va., Capital Expo Center.
July 25-26, Monroeville, Pa., Pittsburgh ExpoMart.

LACROSSE, WISCONSIN, July 18. Rail Fair '98 Railroad Show & Flea Market at Copeland Park, 10am-5pm. Admission $2, kids under 12 free. Information: 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602; 608/582-4761.

DENVER, COLORADO, July 18-19. 21st Annual Mile High Railfair at the National Western Complex, I-70 and Humbolt Street, Saturday 9am-5pm, Sunday 10am-4pm. Admission $3 adult, $1 kids under 12. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

AUSTINTOWN, OHIO, July 19. 18th Annual Northeastern Ohio Railroad & Transportation Artifact Show & Sale at Austintown Fitch High School, 225 Idaho Street (Mahoning Avenue exit off I-11), 10am-4pm. Admission $4, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

DELAND, FLORIDA, July 25. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroad Show at Volusia County Fairgrounds, SR44 & I-4, 9:30am-3:30pm. Admission $3, kids 12 and under free. Information: Phil Cross, 410 North Lakeview Avenue, Winter Garden, FL 34787-2716; 407/656-5056; Crossrails@aol.com.

CHATSWORTH, ILLINOIS, July 25-26. Swap meet and railroadiana show in conjunction with Chatsworth Heritage Days sponsored by the TP&W Historical Society and Chatsworth Historical Society at the American Legion hall, Saturday 10am-6pm, Sunday 11am-4pm. Admission free. Information: William C. Faehse, 7016 Keeney Street, Niles, IL 60714; 847/967-7352.

HAMBURG, PENNSYLVANIA, July 26. 27th Annual Summer Hamburg Dutch Train Meet at Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3 adults, kids under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

GILBERTSVILLE, PENNSYLVANIA, August 9. Gilbertsville Train-O-Rama at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

NASHVILLE, TENNESSEE, August 16. Tennessee Central Railway Museum's 6th Annual Railroadiana Show & Sale at the Tennessee State Fairgrounds, Vaughn Building, 9am-3pm. Admission $4, family maximum $10. Information from Terry Bebout, 709 North Lake Circle, Brentwood, TN 37027-7844; 615/781-0262.

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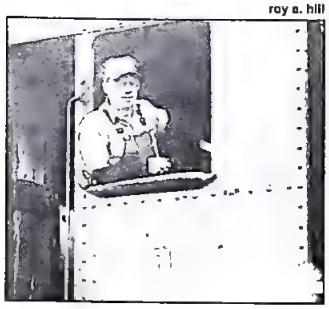

Martin E. Hansen

The author of this month's feature on the five-locomotive steam event in Washington has been a frequent contributor to R&R over the years, with features, news items and photos. Most of Martin Hansen's submissions have been on steam activity in the Pacific Northwest. Martin tells his tale this way.

"My railroad roots trace back to the logging and shortline heritage on both sides of my family tree. Born in San Francisco in 1955 my earliest exposure to railroads were endless streams of Southern Pacific trains both on the main line and the various spurs weaved throughout 'The City' as it is properly called by residents.

"My grandmother on my mother's side kept alive the story of my grandfather's death as an engineer on Colorado's narrow gauge Colorado & North Western Railroad. His snowplow train was ramming drifts high above Ward, Colorado, in 1902 when an avalanche from far up the peak came crashing down sweeping his engine together with a helper far down the mountain side. The entire account was witnessed by school children during their recess and was recounted in a local newspaper article that was saved by my grandmother.

"On my father's side I had an uncle whose forest farm we visited each summer was on the North Fork of the Nehalem River on the North Oregon Coast. This area was rich in logging railroad history. While my older brother spent hours casting for fish in the swift Nehalem, I quickly became bored and would ford the river to walk the abandoned railroad grades on the far side. My uncle had helped build these grades for the Markham & Callow Lumber Company in the mid-1920s after his arrival from the 'old country.' I spent days hiking these grades, retrieving artifacts and marveling at the ingenuity of the early loggers in piercing the seemingly impregnable Northwest virgin forests.

"These family experiences were quite a contrast to the endless similarity of the first generation diesels puttering about my home in the Bay Area. As I developed a love of railroads I leaned heavily towards the loggers and shortlines because of the uniqueness and individuality they represented. As often as I could I'd venture up to the Sierras to visit the Sierra Railway and the nearby loggers such as the Westside Lumber Company and Pickering Lumber Company.

A family trip to Yellowstone Park in the very early 1960s prompted the purchase of my first camera, a Kodak Instamatic. While

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this camera was intended to allow me to shoot photos of bears feeding from the car windows it quickly was put to use shooting steam locomotives in parks and in a few abandoned rail yards. Soon I needed better quality photos so I began using the Exacta Camera given my by my grandmother. She had used this same camera 20 years earlier during her infrequent trips on western steam excursions, a carry-over from her years working for various railroads in Portland, Oregon, and Anchorage, Alaska.

"The Exacta was a fine German camera, but its need for a handheld light meter impaired by ability to shoot action rail photos. So I 'traded up' to a Praktika, another East German camera but this one with an internal light meter. Now action rail shots were possible. Over years the Praktika gave way to a Fujica and later to a string of Minolta X-700s. The Minoltas were hated by my wife, Marie, when she learned that I could now use a power-winder. This simple upgrade nearly double my film expenditures. I currently shoot with a pair of Pentax ZX-50s. Since many of my shots are taken during brief breaks while I'm operating steam engines, the speed of the autofocus features of these cameras is greatly appreciated.

"By the mid-1970s I finished college in Oregon and started law school in Washington State. While law school greatly restricted the time I had available to shoot trains it did locate me in the heart of the Northwest, the home of the last of the few true logging railroads. On the occasional free days I had away from my legal studies, I was able to venture out and photograph Simpson Timber, Weyerhaeuser Timber and Rayonier in their last decades of operation. While these dieselized loggers were certainly of key interest, my true love was for steam railroads. Every chance I got was spent seeking out the various steamers still putting in service in the Northwest on the various tourist lines in operation.

"Even before I graduated from law school I was working as a deputy district attorney in Olympia, Washington. On graduation I continued with the D.A.'s office full time and spent a year as municipal judge for the town of Rainier, Washington (the Chehalis Western — now Tacoma Eastern — came right through the middle of this little town). In 1980 I took a job as a civil trial lawyer for a firm in Bend, Oregon. While my wife and I looked forward to moving back to Oregon, the move from Washington came just as the Mount Rainier Scenic Railroad was assembling their equipment to begin operation. In Bend, Marie and I began a family with the birth of daughter Molly in 1983 and Katie in 1985. The three girls were our constant companions over the years on many a railfan trip stretching from California to Colorado and even Canada.

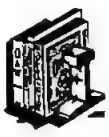
"In my years 'hanging around' steam operations I quickly became friends with many of their operators. Through these fine contacts I was taught the art of steam railroading up close. Over the years I have continued to travel the west seeking out loggers and short lines and the various steam tourist lines for photography. When I became frustrated with my ability to get good 'period' photos on steam excursions I began sponsoring 'photo freights' of my own. I still sponsor one or two steam photo freights for ten to 15 hardcore photographers each year at various locations around the West. By the 1980s I had become a regular around many western steam tourist lines and their operators. Several asked for my help in preparing their locomotives for service before these photo events so I slowly learned the craft of steam railroading. In time I learned how to service and operate these iron beasts that had fascinated me for so many years.

"In 1993 I was asked by the Oregon Historical Society to find a home for Mount Emily Lumber Company Shay No.1 that had been on loan to Cass, West Virginia. The OHS board of directors ultimately decided the City of Prineville Railway would be the best place for this 90-ton locomotive to 'stretch her legs.' On its arrival on the City of Prineville (40 miles from my house) in 1994, the railroad asked me to stay on and help Engineer Roy Hill restore and operate the big three-truck Shay. I continue to keep my FRA engineer's license current in my operation of 'Emily,' as we call her.

"My legal training has also come in handy in this hobby. I have helped friends buy and sell a number of vintage steam engines as well as working out many legal issues that surround operations of today's tourist railroads.

"Many times over the years my photos and by-lines have appeared in R&R, usually in articles on Western logging and short line railroads and occasionally with those covering main line steam events. On occasion the published photos have been the result of my various trips around the west to help friends of mine operate their 'retired' steamers or when I sponsor one of my photo specials to help introduce a new generation into this fascinating hobby."

RAILROADIANA



What's new?

A book of colorful railroad postcards, geared to the mass (non-railfan) market, is available from Browntrout Publishers. Featuring the photography of Forrest L. Becht, the book contains 21 4¾x6¼ images of various rail subjects, some new, some vintage, all diesel (except for one Amtrak AEM7). Scenes include Ann Arbor GP35s near Vernon, Michigan; a Louisiana & Delta CF7 at Patoutville, Louisiana; Southern Pacific's *Coast Daylight* pausing at San Luis Obispo, California; New York Central U25B's near Collinwood, Ohio; a VIA FPA4 near Raisin River, Quebec, and more. The book is available for $8.95 from Browntrout Publishers, Inc., P.O. Box 280070, San Francisco, CA 94128-0070; 800/777-7812; *www.browntrout.com.*

Classic American Streamliners, by Mike Schafer and Joe Welsh, published by Motorbooks International, 729 Prospect Avenue, P.O. Box 1, Osceola, WI 54020; 160 10"×10" pages, hardcover, $29.95.

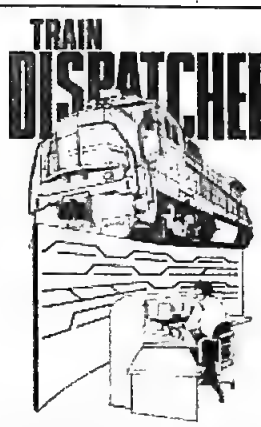
Railfans are often leery — usually with good reason — of "coffee table books" about trains. Boilerplate text and corporate publicity photos thrown together by some professional hack writer seldom combine to make a memorable volume. That is definitely not the case here — or with quite a range of new books being cranked out by Motorbooks International for the "general" market.

Motorbooks has been contracting with some of the best authors and designers in the railfan field to produce a series of books that is of the finest quality that has come down the pike in some time. *Classic American Streamliners* is written and designed by Mike Schafer, who probably knows more about passenger trains than anybody else on the planet, and he has teamed up with his friend and fellow passenger train enthusiast Joe Welsh, a respected authority and accomplished author in his own right. This team of railfan writer/photographers then went into the railfan realm for the finest photography available (I say modestly having a number of photos in the book, including the front cover), and Mike put it all together in a package that not only looks stunning but tells a detailed, interesting and accurate story in logical order.

And what a story it is! Beginning with the first articulated trainsets of the Depression era, they follow the development of the American "streamliner" through the years of World War II, through the brief boom of the 1950s and into the jet-driven decline of the 1960s — and we are spared the lunacy of Amtrak's hodgepodge era and today's Amtubes being discussed in the same breath as the *Twentieth Century Limited*, the *City of Miami* or the *California Zephyr!*

The book's six chapters examine the *First Generation Streamliners, Atlantic to the Heartland, Westward Across the Continent, Northwest Passages, Streamliners to the Southland* and *Regional Favorites*. The trains are examined for style, consists and overall context, with the elements of passenger train service explained in an entertaining manner by authors who truly understand the subject matter. The photos are predominantly color with a pleasant mix of quality black & whites, accented in excellent layouts by full color timetable and advertising artwork — all placed in careful relationship with the relevant text. The oversize format permits the photos to be satisfyingly large, and Mike's artistic eye for layout gives the whole production a very "refreshing" appearance. Roster shots of equipment (locomotives and cars) are mixed with a heavy proportion of action views and interior shots. I found the mix of timetable and advertising art particularly well integrated among the photographs and text.

This is an excellent book of both style and substance about the most colorful era of American passenger trains. Scotty — beam me back to 1954! — *JIM BOYD.*



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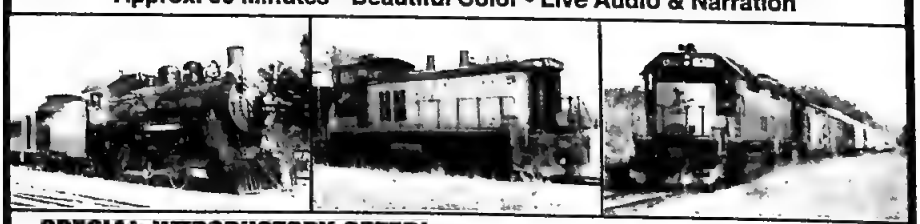

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VIDEOS

The complete Soo 1003

Soo Line 1003: A Steamin' First Season! from Plets Express, P.O. Box 217, Altoona, WI 54720; 715/833-8899; 99 minuites, color, stereo sound, $38.95 plus $4.00 shipping (WI res. add 5% sales tax).

For a steam fan such as myself, one of the best uses of video technology is to let you see a newly restored engine perform to cement in your mind the notion that you *must* make the pilgrimage. Such is the case with this "new" Mikado, a 1913 Alco whose refurbishment in 1996 led to break-in runs that year and a full Wisconsin touring schedule in 1997. With all the modern power that has been on the main line for years, it's nice to see earlier examples of our steam heritage once again on the mains, very properly restored and hauling very tasteful rolling stock.

This comprehensive coverage, with many runbys of what seem to be every trip the 1003 made in 1996 and 1997, starts off slowly with a November 1996 one-coach break-in run, along with GN SD45 for its dynamic braking load, from Duluth, Minnesota, to Two Harbors. Some of the many 1997 movements we follow include 50-mile tourist train round trips from Duluth to Two Harbors, a ferry move to Chippewa Falls, several August trips out of Osceola that involve the spectacular high bridge there, a special doubleheader with the NP Ten-Wheeler and fall trips with a lengthy, 13-car train that display some wonderful exhaust plumes in the cold morning air. A year from its initial run, the engine is placed in its stall at Altoona (a proper steam name) where the 2719 is being rebuilt and which we see under a steam test as the snow falls.

This video was shot in a very straightforward manner, using mostly runbys where the train runs through a stationary scene, with a few pans and other angles included from time to time. I enjoyed seeing the different consists of well restored cars, the NP RPO, and "diversionary" scenes of the area — the Two Harbors ore loading dock and boats, train depots en-route, several Wisconsin Central and other road freights and the key scenic features of the line. The stereo sound adds to the program and brings to life the engines which are definitely worked with gusto by the crews. Video quality, while very good, is not always broadcast quality sharpness, but the sound and color are fine. For non die-hards the coverage may be a bit long, but there are several real gem scenes on the tape that just make you want to fly out to our dairyland. Thanks to the Wisconsin Railway Preservation Trust for a first class restoration, and to the local Plets brothers for their dedication to bringing us a thorough look at the 1003's first year of operation — *TOM KELCEC.*

CAMERA BAG

by JIM BOYD

Being a "good" photographer

I THINK WE ALL ASPIRE to be good photographers. Some are just more willing to work at it than others — which is fine, since most railfan photography is a hobby and not an obsession or profession. But what constitutes a "good" photographer?

I've heard it defined in a couple of ways — they're cliches, but they are true: "A good photographer knows his equipment" and "a good photographer is one who doesn't show his bad pictures." Qualify under both of those, and you'll get a pretty good reputation among your peers.

Railfan photography isn't rocket science, and today's cameras get you through the basics of sharpness and exposure pretty quickly. "A good photographer knows his equipment" simply means that you know how your camera and lenses work for the job you are doing. Even with a fully automatic camera, you need to understand the relationships between *f*-stops and shutter speeds, film speed and image quality and lens selection and depth of field. Once you know what your camera is doing, you can then use it as a tool to capture the images. I'm not going to delve into all of this here, but I do recommend that you consult either books, manuals or experienced photographers to learn these basics. Once you master the camera basics, you'll have no problem in bringing back sharp and properly exposed images. Your skill than can progress to composition and subject selection, which are personal choices that are up to you.

And don't think the "experts" know everything about every camera! Anybody dangling a neckfull of Nikons has probably encountered the "Instamatic Lady" who asks you to take a snapshot of her and her family after handing you an idiot-proof instant camera — and you can't figure out what hole to look through or which button to push! The flip side of that is the new camera: Marc Balkin loaned me a brand new digital video camera for my recent trip to the Midwest, and I thought I knew all about video cameras. As I was set up at Brandon Road crossing in Joliet, Illinois, with a set of Santa Fe warbonnets approaching at track speed, I discovered a feature on that camera I didn't know existed: the still image capture button. Instead of getting video of the red & silvers, it kept trying to snap still pictures! Then I noticed the three-position On/Off switch: Off/Video/Still. The good photographer knows his equipment — not necessarily everybody else's!

The phrase "his equipment" also includes presentation equipment, not just cameras. That means that you know how to run a slide projector, set up a screen and load slide trays for a smooth presentation. Even the most impressive photography can be diminished by fumbling presentation.

All this applies to showing prints, as well. You've all seen guys with a shoebox full of prints shuffling endlessly through the goofs and dupes and apologizing for every less-than-perfect shot. I have a buddy who shoots primarily color prints, but he keeps them neatly edited and presented in plastic sheets in a three-ring binder. His program is already "edited" and neatly presented. You can peruse that book at your own pace and enjoy or skip over any image.

This translates into our other rule: "A good photographer is one who doesn't show his bad pictures."

Edit, boy, edit! The only person interested in every shot you took is yourself (or the Special Prosecutor appointed by Janet Reno to your case). Learn to be self-critical and recognize which of your pictures are worth showing to others and which to keep to yourself. This is particularly true of videos, since the cheapness of tape lets you shoot a lot more footage than common sense would usually dictate — and since video runs in real time, you usually can't just zip through the endless Dutch door views of the train rambling through the woods. Videos are usually in severe need of at least basic editing, though by knowing his equipment and potential audience, a good photographer will anticipate this and do "in-camera" editing by shooting sequences in a well-thought-out order that emphasizes the important and interesting images and resists the temptation to just let the tape roll endlessly).

This doesn't mean that you can't show poor photos if you have good reason — just don't make a habit of boring your audience with bad photos and verbal excuses. And if you knew your equipment, you probably wouldn't have so many poor images, anyhow, so go back to Rule One.

Your presentations should be tailored to your audience, as well. Some folks want to see every roster variation on your B&O GP38s, while others just want 15 minutes of pretty pictures. Learn to "read" your audience for a good lasting impression.

Making a good impression is not overly difficult, and it will make your railfan photography more rewarding. These two basic rules are where every "big name" photographer had to start. How far you go is then up to you, but if you master these basics, your reception will be a good one, regardless of how far you pursue technical perfection or artistic creativity — and it gives you more confidence and lets you better enjoy the trains without the frustration of the camera "getting in the way." ⊂

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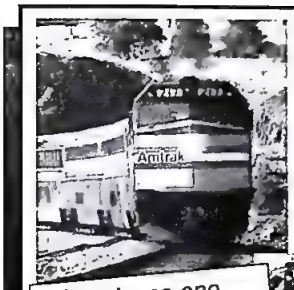

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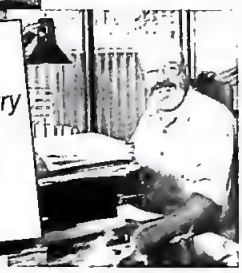

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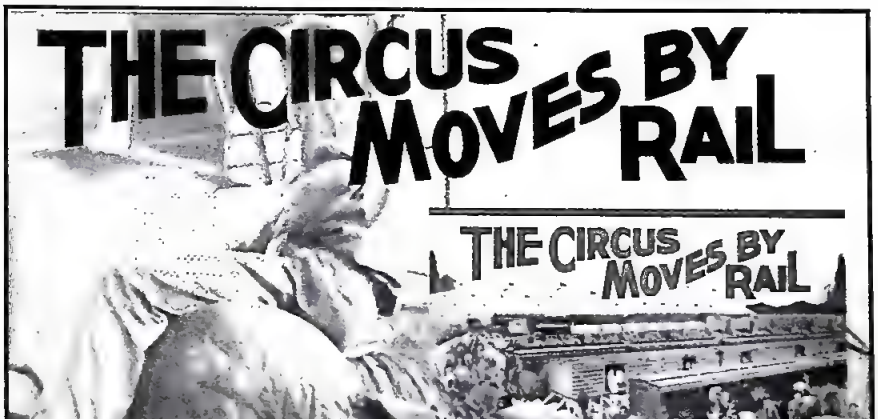

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RAILNEWS

CSX Ohio Track Upgrades Continue

PREPARING FOR THE COMING TAKEOVER OF APPROXIMATELY 50 PERCENT OF Conrail, CSX is continuing to invest large amounts of capital in its physical plant. On Monday, May 11, 1998, the railroad announced that the planned upgrade of its main line between Chicago and Greenwich, Ohio, is moving ahead rapidly as favorable weather has provided an early start to the 1998 construction season. The project will ensure that planned capacity increases will be accommodated.

Grading and track connections are scheduled during the coming weeks at Willard, Ohio, and Greenwich, Ohio, in Huron County. Additionally, CSXT is investing nearly $30 million in operational and public safety improvements at its Willard rail terminal. The Willard terminal will become CSXT's major east-west freight car classification yard, where blocks of rail cars and entire trains will be assembled for interchange with western railroads.

When complete, the project will provide a high-capacity, double-track freight railroad between Chicago and northern Ohio. About $220 million will be spent along the 270-mile route; CSX has to date purchased goods and services totaling $6.8 million from local suppliers in Ohio. About 75 miles of rail have already been installed, and more than 300,000 tons of rock ballast have been applied to the right-of-way. The upgrading program is set for completion later this year.

pierre ozarak

***A CSX BALLAST TRAIN** was on former B&O trackage west of Hamler, Ohio, on April 13, 1998, with GP40 9706, painted in maintenance of way orange and leading ten hopper cars. CSX is investing heavily in its system in anticipation of a smooth transition during its takeover of Conrail, scheduled to take place this summer.*

kermit geary, jr.

NYS&W Mikado No.142 Returns

Susie-Q's 2-8-2 is back and has been out and about on a series of fantrips on Susquehanna's Northern Division in upstate New York. Seen on March 29, 1998, in Messengerville, New York, located on Susquehanna's former DL&W line from Chenango Forks to Syracuse, 142 was in charge of two domes and an assortment of other passenger equipment on train SYPX (Syracuse Passenger Extra). The 142 will be the steam star at this year's NRHS Convention in Syracuse.

Conrail Division Schedule

AS SUMMER 1998 APPROACHES, so does the day that everyone stops talking about the impending NS / CSX split of Conrail and starts seeing if it all will work as smoothly as promised.

Some dates to be aware of are as follows: June 4, 1998, the date the STB has set to hear oral arguments; June 8, the STB votes on the application; July 23, the STB publishes its written decision; August 22, the effective date of the STB decision and the control date; September 1, 1998, the closing date.

Hagerstown Roundhouse Threatened

JULY 3, 1998, IS THE DATE that a non-profit railroad group has to raise $500,000, the amount that owner CSX, has stated is needed to clean up the Hagerstown roundhouse. If the group, the Hagerstown Roundhouse Museum, cannot garner the necessary funds, CSX officials have stated that they will be forced to demolish most of the structures on the 40-acre site.

CSX has agreed to sell the property to the museum group and another unnamed group for $500,000, the amount it would cost the railroad to clean the site up. At the present, museum officials are applying to national philanthropic groups for grants and are hoping that a benefactor surfaces. Hagerstown city officials don't feel that they can afford to lend financial assistance but are hoping that the state of Maryland can channel funds through them to the project. A similar effort to save the Brunswick, Maryland, roundhouse recently failed and the structure demolished.

Clean up at the roundhouse site would involve removing asbestos, overhead hazards, broken glass and contaminated wood flooring. If the museum group finds the money to buy the property, they then have to find the money to clean it up.

Commuter Service Returns to Milwaukee

AMTRAK BEGAN OPERATING COMMUTER TRAINS BETWEEN WATERTOWN, Wisconsin, and Milwaukee, 46 miles, on Tuesday, April 14, 1998. The purpose of the three-month experiment was to provide an alternate route to Milwaukee during the repaving of the eastbound lanes of Interstate 94, which connects the suburbs of Waukesha County with downtown Milwaukee. The train service was provided by extending four Chicago-Milwaukee *Hiawatha* Service trains west to Watertown over Canadian Pacific's former Milwaukee Road line, which also carries the Chicago-Portland/Seattle *Empire Builder*.

Eastbound trains were scheduled to arrive in Milwaukee at 6:03 a.m. except Sunday and 7:33 a.m., 8:23 p.m. and 10:13 p.m. daily. The morning trains continued to Chicago; the evening runs returned equipment to Milwaukee for servicing. Westbound trains departed from Milwaukee at 2:30 a.m. except Sunday, 4:15 a.m. Sunday, and 5:10 p.m. and 6:55 p.m. daily. The evening trains were continuations of Chicago-Milwaukee runs. The early morning trains were primarily equipment-positioning moves. The 2:30 train included equipment for both eastbound morning trains.

Overall running time was one hour and 13 minutes with four intermediate stops. For comparison, Milwaukee Road's Milwaukee-Watertown *Cannonball,* which was discontinued in summer 1972, took one hour and ten minutes to go west and one hour and five minutes east with ten intermediate stops.

The new service was originally proposed for summer 1997, when the westbound lanes of the freeway were paved, but the state, which would fund the service, Amtrak, which would operate it, and the Canadian Pacific Railway, whose track it would use, could not reach agreement on most points of the operation.

Newspaper articles in early 1998 seemed to put more emphasis on what the trains would not do — carry city residents to jobs in the suburbs — than what they would do. Several suburban officials were hostile to the new service. The chairman of the town of Pewaukee said he could not imagine people, "riding a choo-choo train to work." Despite schedules that were less than optimal, and stops located somewhat arbitrarily at grade crossings, the two morning trains carried a total about 200 persons on the first day of operation.

On April 20, 1998, Milwaukee's *Journal Sentinel* reported that 693 persons rode the trains in their first two days of operation, April 14th and 15th. The heaviest loads were on the train arriving Milwaukee at 7:33 a.m. and the train departing at 5:10 p.m. the first morning train, arriving Milwaukee at 6:03 a.m., didn't do well at all; officials were surprised by good loads on the evening trains back to Milwaukee (57 on the first train, 20 on the second on April 14), suggesting that Milwaukee and Wauwatosa residents may be riding out to Waukesha County for dinner. About 30 passengers each morning continued to Chicago.

State and Amtrak officials were quite enthusiastic; a CPR spokesman was not but said dispatchers would try to keep the trains on time. Regular passengers on the Chicago-Milwaukee trains grumbled that the added load forced some to stand — *GEORGE DRURY.*

***THE FIRST EVENING OUTBOUND TRAIN** (5:29 p.m.) of the Hiawatha Extension, was approaching Elm Grove, Wisconsin, **(below)** with its three Horizon coaches sandwiched between Genesis No.17 and B32-8WH 507 on Tuesday, April 14, 1998. Earlier in the day, newspaper vendors, photographers, radio station employees and Amtrak conductor Richard Misunas oversaw boarding **(inset)** of the 7:20 a.m. train at 68th and State Streets in Wauwatosa, Wisconsin. The 46-mile trip between Watertown and Milwaukee costs $4.00 one way.*

two photos: george drury

CN/IC Merger Update

CANADIAN NATIONAL RAILWAY and Illinois Central Corporation mailed a joint consent/prospectus to holders of the outstanding IC common shares not held by CN on May 5, 1998. The document was issued pursuant to CN's previously announced plan to acquire IC for $2.4 billion in cash and CN stock and asks IC holders to consent to the merger. On March 13, 1998, CN acquired 46,051,761 shares of IC common stock, representing approximately 75 percent of IC's outstanding common stock, for $1.8 billion, or $39 per share.

In connection with the merger, the remaining 25 percent of the outstanding IC common shares will be exchanged for common shares of CN stock. The value of the exchange is equal to approximately $39 per share and is scheduled to occur following the merger.

IC must receive the consents of holders of the 25 percent of outstanding IC stock not held by CN by June 3, 1998. CN and IC expect the merger to take effect on June 4, 1998.

CN's exercise of control of IC is subject to approval by the United States Surface Transportation Board. CN's IC shares have been placed in a voting trust pending STB approval of the transaction.

As CN positions itself to become a major competitor in the Canada-U.S.-Mexico north-south traffic market, it has banded together with IC and KCS and announced on April 16, 1998, a 15-year marketing alliance that the companies say will offers shippers new options in a rail freight network that will link three country's freight markets together. Neither CN nor KCS will acquire equity interests or other financial holdings in the other and since the deal does not require STB approval, CN-IC and KCS plan to launch their marketing alliance immediately. Service will link points in Canada with the major U.S. markets of Detroit, Chicago, Kansas City and St.Louis, along with the key southern markets of Memphis, Tennessee, Dallas and Houston. In addition this new marketing alliance will give shippers access to Mexico's largest rail system, *Transportacion Ferroviaria Mexicana, S.A. de C.V. (Grupo TFM).* At the present, north-south trans-border railway traffic is growing annually at between twelve and 14 percent.

The carriers plan to utilize two main interchanges: Jackson, Mississippi, for traffic moving between southern KCS territory or Mexico and CN or IC territory; and Springfield, Illinois, for traffic moving between CN and northern IC territory, and U.S. Midwest KCS territory.

The companies are planning a series of upgrades, connections and trackage and haulage rights agreements. KCS and IC are planning to jointly operate facilities in Jackson, Mississippi, CN and KCS plan to invest in new facilities at Memphis, Dallas , Kansas City and Chicago, KCS will extend its rail system in the Gulf area (for traffic other than coal KCS will receive overhead traffic rights on the merged CN-IC system in Mississippi between Jackson and Palmer, and overhead haulage rights between Hattiesburg and Mobile, Alabama) and KCS will be granted access to three chemical plants at Geismar, Louisiana, now served by IC, with associated haulage rights from Geismar to Baton Rouge and, for traffic moving to or from certain eastern centers, from Baton Rouge to Jackson. KCS access to the three Geismar plants is expected to take effect in the fall of 2000.

When the merger of CN and IC is approved, it will create the fifth-largest railway in North America.

Amtrak Backs NS/CSX/Conrail Deal

AMTRAK ANNOUNCED on May 13, 1998, that it has reached agreements with CSX and NS on the way it and the two freight railroads will use one another's tracks and facilities after the proposed acquisition of Conrail by CSX and NS. Amtrak agreed to support the CSX/NS deal while the two freight roads agreed to ensure that intercity passenger and commuter rail interests are protected and indicated their willingness to help Amtrak improve its passenger rail service at certain points outside the Northeast Corridor.

A major provision of the accords is Amtrak's agreement regarding access by both freight carriers to the Washington-New York segment of Amtrak's high-speed Washington-Boston route. This access is contemplated as part of the proposed Conrail transaction. Conrail currently has freight rail service rights to that segment of the NEC.

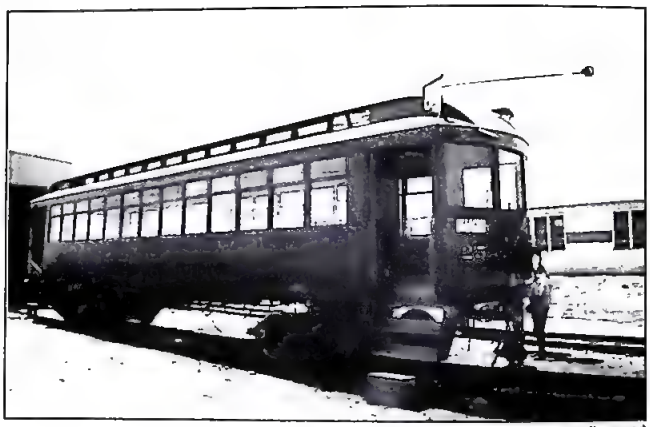
Additionally, Amtrak and NS entered into a separate agreement that will allow Amtrak, on an interim basis, to carry certain express shipments on Amtrak trains that operate over present NS lines while Amtrak and NS pursue negotiations over a possible joint venture for the handling of express. This express traffic has been quite lucrative for Amtrak, which does not turn a profit on most of its passenger bussiness.

Amtrak also agreed to cooperate in NS' and CSX's plans to provide improved freight service on the NEC. The contemplated improvements include NS' plans to increase clearances in Maryland to permit double-stack trains to serve the Port of Baltimore. Differential rates for day and night are also planned to shift more freight traffic to the night hours

Amtrak's Northeast Corridor is the heaviest traveled railroad in North America, with 1400 trains operating over some portion of the Washington-Boston route each day. Amtrak operates approximately 120 of these trains, while the bulk of the remainder are commuter trains operating in Washington, D.C., Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island and Massachusetts. Approximately 20 through freight trains operate on portions of the NEC daily, while another 50 local freights serve the 165 industrial customers adjacent to NEC tracks. The vast majority of this freight train activity occurs on the southern New York-Washington segment of the NEC.

D&IM No.25 Restoration Nearly Complete

DENVER & INTERMOUNTAIN RAILROAD car No.25, owned by the Rocky Mountain Railroad Historical Foundation, has just been listed in the State Register of Historic Properties by the Colorado Historical Society. For the first time since restoration began in 1988, the car was rolled outside on Sunday, April 19, 1998 (**below**). The No.25 is the only fully intact survivor of the Denver area's once vast electric railway system that consisted of 300 miles of track and approximately 250 streetcars and interurbans serving Denver, Boulder and Golden.



walter weart

The 25 was built by Woeber Car Company in Denver and entered service on February 11, 1911, along with sister car No.24. The operation of D&IM's passenger service was taken over by the Denver Tramway system in 1911 and continued between Denver and Golden via Lakewood until all streetcar service was abandoned in 1950. At that time, the Rocky Mountain Railroad Club purchased the car for preservation. Since electric freight service to Golden remained until 1953, the Club was able to operate excursions until the overhead catenary wire was removed and the track abandoned between Lakewood and Golden in March 1953. The car was stored at several locations in Golden until finally being moved to the Colorado Railroad Museum.

The restoration includes repairing wood rot on the car's exterior, replacing the bumper area and installing new wood siding along with a new canvas roof. The work also includes a new roof walk, rebuilt pilots on the front and rear as well as the removal, stripping and revarnishing of all interior oak woodwork. The brake system has been refurbished and new brake shoes installed. All electrical systems were disassembled, with work including rebuilding of the trucks and traction motors. Finally, exterior paint matching the original 1911 color scheme including lettering and striping was applied. New window shades will be made and all seats refurbished with new rattan.

The Rocky Mountain Railroad Club formed the Rocky Mountain Railroad Historical Foundation, a 501(c)3 corporation, to enable tax deductible contributions to be received for the project. Operation is planned for 2000 and contributions to help sustain the work may be sent to The Rocky Mountain Railroad Historical Society, P.O. Box 2391, Denver, CO 80201-2391 — *WALTER WEART.*

les macdonald

Conway Scenic Railroad
Bunny Express

Conway Scenic kicked off its 1998 season with their annual Bunny Express. A series of trips were run from North Conway to Bartlett, New Hampshire, push-push style using former Maine Central GP7 No.573 leading westbound with Boston & Maine F7 4266 (owned by the 470 Railroad Club of Portland, Maine) leading eastbound.

After arriving in Bartlett Village, children were led by the bunny in white to a nearby elementary school for a story and skit performed by local volunteers. The big "wabbitt" on the nose of the 4266 was hand-crafted by one of the CSRR's shop men. The train was going away (**top**), westbound at Intervale, New Hampshire, on April 10, 1998, with New England's highest peak, Mt. Washington, in the background.

jerry gilliam

Graham County Shay

Saturday, April 4, 1998, was "Shay Day" at the North Carolina Transportation Museum in Spencer, North Carolina. The recently restored Graham County Railroad Shay No.1925 pulled a freight consist around the museum as part of the first photo freight at Historic Spencer Shops since 1995. While the weather was less than cooperative, the rare turning of the 1925 to face north created several memorable images. When darkness fell, a night photo session was held (**left**). The lubricant bucket on the engine is prototypically correct, as one was kept in that location while the 1925 worked for the Graham County in western North Carolina.

B&O FA in the Night (Photo)

The *Liberty Limited* dinner train paused at Hanover Junction, Pennsylvania, on the night of March 7, 1998, to pick up orders from Ashby Kelly on the Northern Central Railroad. The train was chartered by the Chesapeake Division RRE for a combination day/night trip from New Freedom to York, Pennsylvania. Hanover Junction was where Abe Lincoln changed trains on the way to Gettysburg to deliver his address.

kermit geary, jr.- lighting by steve barry, frank otzel, kermit geary, jr., fred jones and john tully

Luxapalila Valley Railway Runs Special Trips

The Luxapalila Valley Railway, owned by CAGY Industries (which also owns the Columbus & Greenville and Chattooga & Chickamauga) and based in Columbus, Mississippi, operated a series of trips on the weekend of April 4th and 5th, and April 11, 1998. These trips operated from Columbus nine miles east to Steens, Mississippi, and return on the 4th, as well as a twilight trip which ran farther east to Fernbank, Alabama. The first weekend's successful trips led to two more daylight trips to Steens the following weekend and another twilight run, this time to Millport, Alabama. The second weekend's trips were tied in with the Columbus Annual Pilgrimage of Antebellum Homes. Passenger equipment used included three cars the Columbus & Greenville is storing for the Memphis Transportation Museum and two of the C&G's own. The LV passenger special with former Norfolk Southern GP38 2880 and five cars (**above**) was at Steens on April 11, 1998. The LV operates freight between Columbus and Belk, Alabama.

Conrail's (CSX's) New SD70MAC's Begin Arriving

Conrail continues to deliver new SD70MAC locomotives assembled in Juniata, Pennsylvania, near Altoona. As the units are built to CSX specifications, they lack cab signals. For this reason, they are relegated to trailing status while being delivered to non-cab signal territory. Deliveries of the 15-unit order (4130-4144) have averaged about one pair per week.

The fourth pair of Conrail SD70MACs was released from Juniata on April 25, 1998. The units were delivered on train ATPI (Altoona-to-Pittsburgh [Conway]) which was at Latrobe, Pennsylvania, (**below**) making a pick up with the hours-old units trailing a Dash 8-40CW and freshly rebuilt and repainted GP40-2 3293.

CSX and NS are both investing heavily in their respective portions of Conrail. The two railroads, fearing government reregulation in response to Union Pacific's inability to efficiently integrate Southern Pacific's system into its own, have gone on record and vowed to make their own transitions as smooth as possible

mike harber

Norfolk & Western 4501

In late March 1998, Tennessee Valley Railroad Museum's ex-Southern Railway 2-8-2 No.4501 (**top**) traveled from Chattanooga to Harriman, Tennessee, via the former CNO&TP to take part in a big-budget Universal Studios production entitled *The Rocket Boys*. The movie depicts the life of Homer Hickam, a first generation NASA engineer who was instrumental in the development of rocket propulsion. Universal's script called for childhood scenes of Hickam in the "West Virginia mountains," including segments featuring N&W coal trains. Spearheaded by Art Miller and Rail Transportation Management Specialists, arrangements were made with the Tennessee Valley Authority for operation of 4501 on their Kingston Steam Plant property near Harriman. The movie train included 4501, seen on April 2, 1998, at Lake City, Tennessee, and an auxiliary water canteen along with ten Tennessee Southern hoppers and an ex-Savannah & Atlanta caboose, all weathered and relettered to N&W.

The production team was familiar with O.Winston Link's photography and used his steam books for reference and planning, eventually extending to him an invitation for a cameo appearance in the movie. Encouraged by director Joe Johnston, Mr. Link flew from New York to Tennessee and spent three hours in the cab of "N&W 4501" as a locomotive engineer on April 1st (no fooling). Although the controls were operated by TVRM general shop foreman George Walker, O.Winston Link will be seen on screen identified with the railroad which he single-handedly immortalized. *The Rocket Boys*, including O.W.L. and N&W 4501 is scheduled for release in October or November 1998.

OmniTrax Update

Former D&RGW SW1000 No.143 was recently overhauled by OmniTrax's Loveland, Colorado, shop. The unit emerged as Camas Praire/Railnet No.143 and was photographed (**second from top**) outside the shop on April 4, 1998.

Wisconsin & Southern Sesquicentennial Unit

Wisconsin & Southern is helping to celebrate Wisconsin's 150th birthday. Former W&S 2004, an SD20 rebuilt by Illinois Central from an SD24, has been painted with the Wisconsin state seal and a sesquicentennial herald on its flanks and given number 1848, the year that Wisconsin entered the Union. The engine was at WSOR's headquarters in North Milwaukee on April 17, 1998 (**third from top**). The unit will be repainted and renumbered to the proper roster unit of 2051 this winter.

Amtrak's New F59PHI

One of Amtrak's new GMD F59PHI's, No.450 (**bottom**) was seen at London, Ontario, on April 22, 1998. Assignments for the new 3,000 h.p. units might include Talgo service in the Pacific Northwest's Wilammette Valley or *San Diegan* service.

steven frear

vincent j. porreca

robert c. weike

ian platt

Service with a Switcher

North Carolina's Laurinburg & Southern

above: tony reevy / below: conniff photo, collection of dr. art peterson

AT LUNCHTIME in tiny Wagram, North Carolina, several folks gather where the railroad tracks cross U.S. 401. While enjoying the unseasonably warm March day, they watch two trim, red and white EMD switchers pull the Laurinburg & Southern Railroad's daily freight across the highway.

The train they are witnessing is a piece of Tar Heel history. Like its close neighbor the Aberdeen & Rockfish Railroad, the Laurinburg & Southern has always been independent and family-owned. The short line spans two eras — the pre-consolidation age of "standard railroading" and the many new short lines created by spin-offs from major carriers since railroad deregulation and reform in the early '80s.

Laurinburg & Southern History

"The railroad was a community effort in its founding," says LRS president Murphy Evans. Incorporated in 1909 to provide rail service to three industries — two cotton mills and a fertilizer plant — in East Laurinburg, North Carolina, the L&S was complete from Johns through Laurinburg to Wagram, North Carolina, by 1910. The short line interchanged with the Atlantic Coast Line in Johns, the Seaboard Air Line in Laurinburg and the Aberdeen & Rockfish in Wagram.

From the beginning, the railroad's management included local landowner and industrialist John F. McNair. An original stockholder of the railroad, McNair took control of the Laurinburg & Southern in 1920 and extended his railroad by purchasing the Wagram-to-Raeford branch of the Aberdeen & Rockfish in 1921.

Conventional, steam-powered passenger service was provided during the railroad's early years. In 1923, the L&S's first locomotive, former Atlantic Coast Line 2-6-0 652, was traded in on an Edwards Railway Motor Car Company doodlebug. The rail car handled passenger service until it was replaced by a highway bus in 1928. The bus was taken off in 1932 and the remaining passenger traffic was accommodated in the caboose until the complete end of passenger service in about 1945.

PASSING THE STATION AT WAGRAM, NORTH CAROLINA, *Laurinburg & Southern SW1 116 pulled up to the Route 401 grade crossing* ***(above)****. The crew paused here for a quick break at the convenience store across the street. On July 20, 1970, 70-Tonner 103 led a train through Laurinburg* ***(below)****. The GEs were the mainstay of the road's operations at that time.*

by Tony Reevy

The little railroad weathered the depression and the coincident shift of farm products from rail to road carriage by attracting non-agricultural customers such as a meat distribution center, a plywood factory and a grocery storage warehouse. The L&S opened a larger and more convenient East Laurinburg-located interchange, Dixie, with the Seaboard Air Line in 1934, bought its first diesel in 1946 and was fully dieselized by 1948. Mail and express service ended in 1950, rendering the L&S a freight-only operation.

In 1966, the railroad built a three-mile spur from Wagram to a new Springs Cotton Mills plant. The Laurinburg & Southern's expansion continued with a two-mile, 1973-vintage spur from near the Dixie interchange to a new LOF Glass float glass products factory east of Laurinburg. Meanwhile, the Seaboard Air Line/Atlantic Coast Line merger led to the abandonment of the former ACL trackage through Johns, leaving the L&S with the Seaboard Coast Line (now CSX) interchange at Dixie and the Aberdeen & Rockfish interchange in Raeford. The L&S trackage to Johns survived as a stub track serving one customer, Farmland Ag Services.

Current L&S president Murphy Evans, great-grandson of co-founder John McNair, took over leadership of the road in 1977. Since then, he has led the L&S into the locomotive and freight car leasing business and the contract track construction and removal business, and has acquired, operated and sold several spin-off short lines in North Carolina and Virginia. The leasing operation is supported by modern locomotive and car shops in Laurinburg.

During recent years, spin-off short lines operated by the Laurinburg & Southern have included the Saltville Railroad, the Fairmont & Western Railroad, the Red Springs & Northern Railroad, the Nash County Railroad, the Franklin County Railroad and the Yadkin Valley Railroad. Currently, the L&S only operates its own line. The others have been abandoned, sold or returned to their owners.

The L&S story is outlined in Bill Robertson's *80 Years of Laurinburg & Southern History* (1989), a booklet authored and self-published by the computer manager in the railroad's accounting department. The history was written from primary sources, many of which survive in the railroad's corporate archives.

two photos: ernest h. robl

***L&S S4s 112 AND 113** were leased to the Roxboro, North Carolina, plant of Carolina Power & Light. On November 1, 1982, L&S and CP&L posed the units in the plant's yard. From the cab of NW2 120, we get a fireman's-eye view of the Laurinburg shops on April 5, 1990 (**top**). Outside the shop is L&S SW1 121 and another locomotive still in primer.*

Keeping a short line in business

"We are primarily a receiver of freight," L&S president Evans says. "Our largest customers are glass manufacturer LOF (Libbey Owens Ford) Glass, which receives soda ash, limestone and other chemicals and ships glass; textile manufacturer West Point-Stevens, which receives coal; our new customer, the Carroll's Foods hog-feed plant, which receives corn, soybean meal and minerals; two fertilizer-mixing plants, Royster-Clark and Farmland Ag Services, which receive chemicals

and Universal Forest Products, which receives lumber." The railroad also serves several smaller customers.

"We employ about 25 people," Evans continues. "People work in locomotive and car repair and servicing, on the track crew, in administration, and in train operations. Most of our people grew up in this area."

L&S informal company historian Bill Robertson also heralds his fellow workers. "They are dedicated, salt-of-the-earth people," he says. "They have a large base of knowledge, and are able to work across shop craft distinctions in a lot of different areas."

In addition to local rail service, the L&S does contract track work and leases locomotives and freight cars. "We do all of our own track maintenance," Evans says, "and do track construction and removal for other businesses, too."

The Laurinburg & Southern's leased locomotive fleet of over 20 units serves industries throughout the Southeast. "We lease mainly to feed mills, utilities and chemical plants," Evans says. "What we prefer is for the industry to provide the crew and for us to come in and train their employees in how to operate the engine. We service our leased locomotives on location and support them with the Laurinburg locomotive shop. When we acquire a locomotive, we restore it here in Laurinburg, operate it on the line to test it, and then lease it out." The locomotive shop also services the railroad's vehicles, track equipment and signals.

As train watchers across the U.S. and Canada know, car leasing is also an important segment of the Laurinburg & Southern's operations. "We got into the car leasing business in the '70s," Evans says. "At that time, there was a shortage of cars. Many majors were scrapping cars faster than they acquired them. We offered lessors an assured availability of cars. The car supply situation has eased now, but there is still a demand for leased cars. Our fleet is approximately 115 boxcars, covered hoppers and gondolas. We have a car shop here in Laurinburg where we do mechanical repairs and paint jobs on our rolling stock fleet."

The L&S no longer owns or operates any other short lines. Despite the sales and abandonments, Murphy Evans says he is still interested in the spin-off short line business. "We are looking for other railroads to acquire," he says. "It's a question of, first, traffic base and potential traffic growth. Second, you have to look at the condition of the line's assets and the operating costs including maintenance-of-way. You ask yourself whether it is worth sticking your neck out and risking capital on purchasing that particular line." For short lines like the L&S, line purchases, sales and abandonments are strictly business decisions; competing with subsidized highway transport leaves little room for mistakes.

"We don't see a lot of new railroads that are going to start in this area," Evans continues. "CSX has pretty well accomplished its downsizing and Norfolk Southern is close to finished. Compared to them, the other American majors — especially in the West — are just starting to downsize." For now, locomotive leasing will be the only reason the L&S red-and-white spreads across Carolina.

Rails across sand and woods

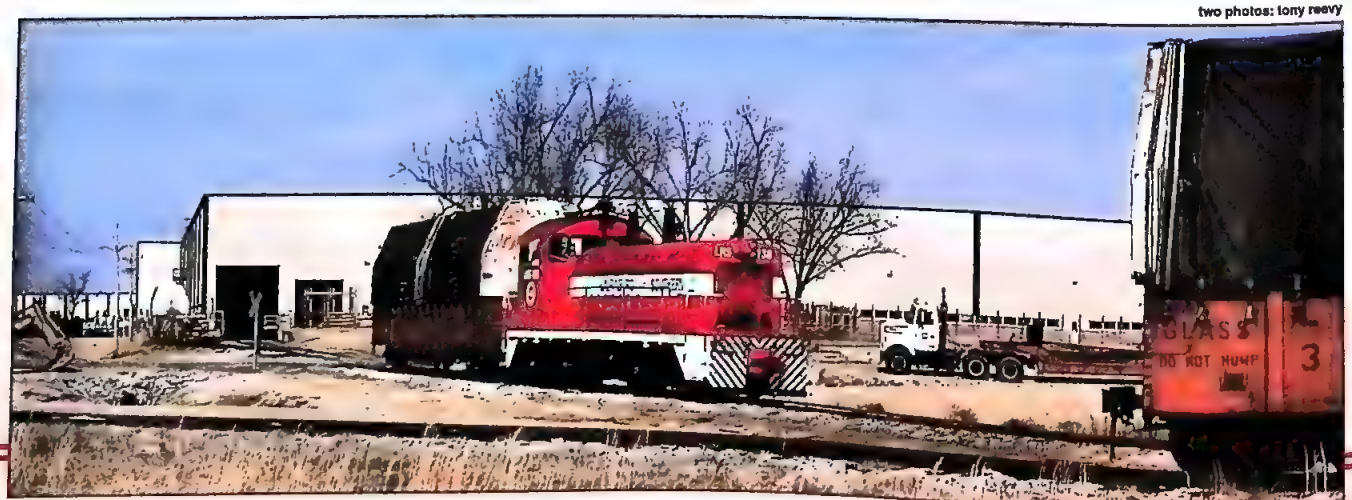
The Laurinburg & Southern actually runs principally north of Laurinburg. According to historian Bill Robertson, the name came from the founders' wish to avoid confusion with a then-giant of Southern railroading, the Louisville & Nashville, which would have shared initials with a "Laurinburg & Northern."

The railroad, which has 35 miles of track, is basically a north-south road with east-west kinks where it runs through the towns of Laurinburg and Wagram. The line begins at the former Atlantic Coast Line interchange in Johns, North Carolina, where it serves the Farmland Ag Services fertilizer plant. The next customer, Royster-Clark, is located in East Laurinburg.

Just north of the Royster-Clark plant is the two-mile spur running east past the Carroll's Foods feed mill to a terminus at the LOF Glass plant. At this large facility, which lights the

***AT THE LOF GLASS COMPLEX** east of Laurinburg, SW9 138 was switching the plant on February 26, 1996 (**below**). The car behind the locomotive is used for shipping plate glass. A one-car southbound train was approaching County Road 1143 south of Raeford on March 22, 1996, behind SW1 116 (**above**) after dropping four cars at the Aberdeen & Rockfish interchange.*

two photos: tony reevy



*MANY OF THE L&S LOCOMOTIVES are leased to a variety of industries in North Carolina. SW1 133 was ready to move cars at Carroll's Foods' feed mill east of Laurinburg on February 26, 1996 (**right**).*

tony reevy

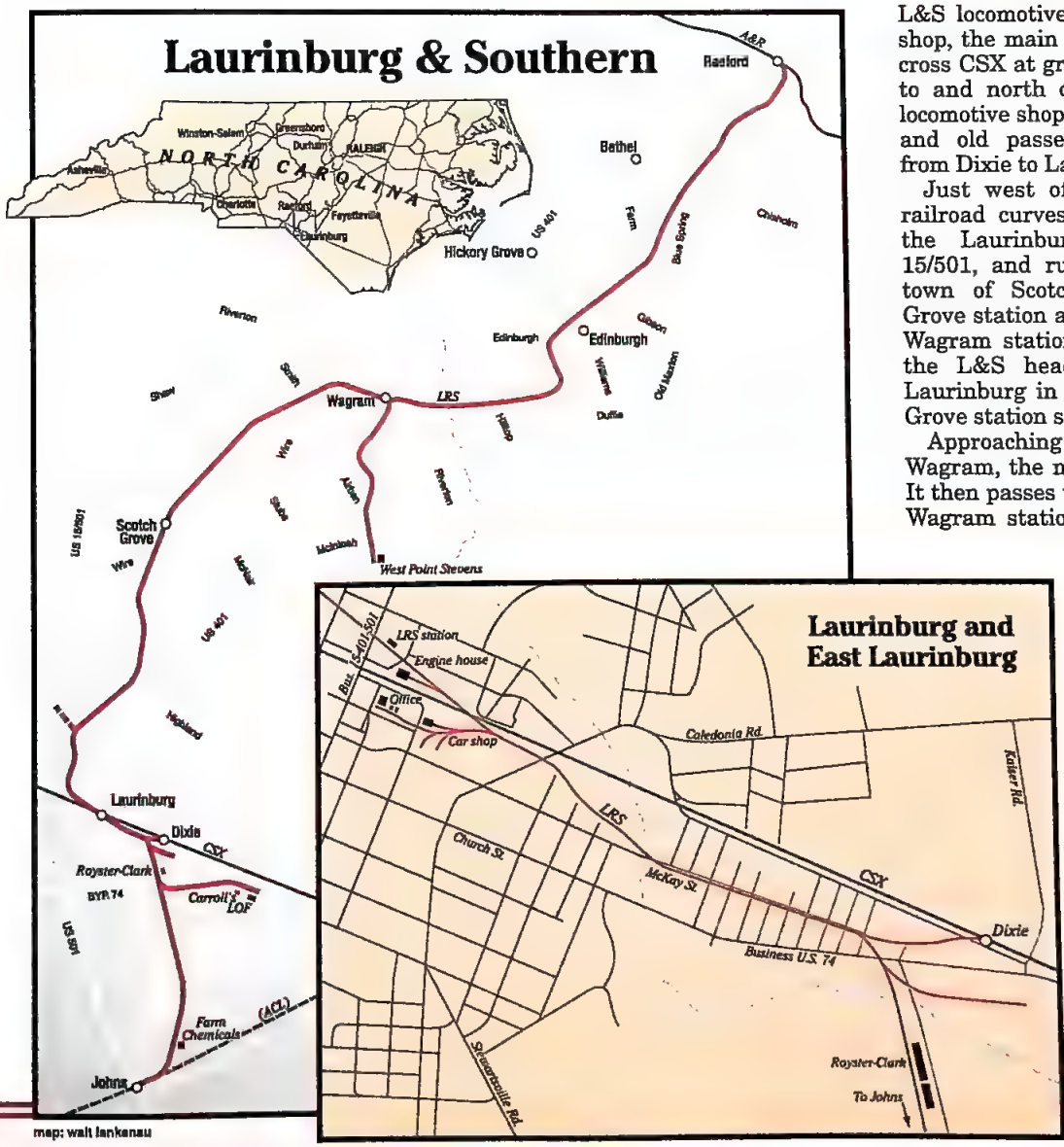
night sky for miles around, silica, soda ash and limestone are melted into flat glass which cools to a smooth surface on a bed of molten tin. The L&S hauls in the raw materials and hauls out some of the finished flat glass in unique glass-haulage freight cars.

Just north of the junction with the LOF Glass spur, the L&S main curves west and roughly parallels the famous CSX "longest tangent" track (78.66 miles, the longest stretch of totally straight track in the United States). The Dixie interchange track connecting to CSX is located here; mileage from Johns to Dixie is four miles. Just west of Dixie the L&S main runs along McKay Street, an interesting and photogenic location. After passing the L&S locomotive storage yard and car shop, the main veers slightly north to cross CSX at grade, then runs parallel to and north of CSX past the L&S locomotive shop, headquarters building and old passenger station. Mileage from Dixie to Laurinburg is two miles.

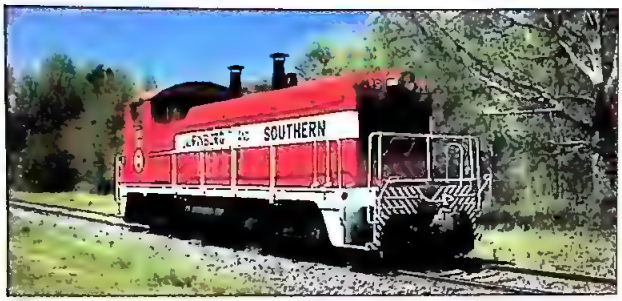
Just west of the old station, the railroad curves to the north, crosses the Laurinburg bypass and U.S. 15/501, and runs through the ghost town of Scotch Grove. The Scotch Grove station and its old neighbor, the Wagram station, were moved next to the L&S headquarters building in Laurinburg in years past. The Scotch Grove station siding still survives.

Approaching the small town of Wagram, the main curves to the east. It then passes the newer, cement-block Wagram station building and crosses U.S. 401. A few yards east of the 401 crossing is the junction with the three-mile spur serving the West Point-Stevens mill south of Wagram. This facility is the only major customer north of Laurinburg. The L&S line from Laurinburg to Wagram totals twelve miles.

From Wagram, the railroad runs along twelve miles of rails once owned by neighboring short line Aberdeen & Rockfish. Crossing the Lumber



map: walt lankenau



L&s 129; johns, n.c.; april 5, 1990 / ernest h. robi

L&s 112; roxboro, n.c.; july 12, 1982 / "mac" connery

L&s 111; skyland, n.c.; may 13, 1981 / "mac" connery

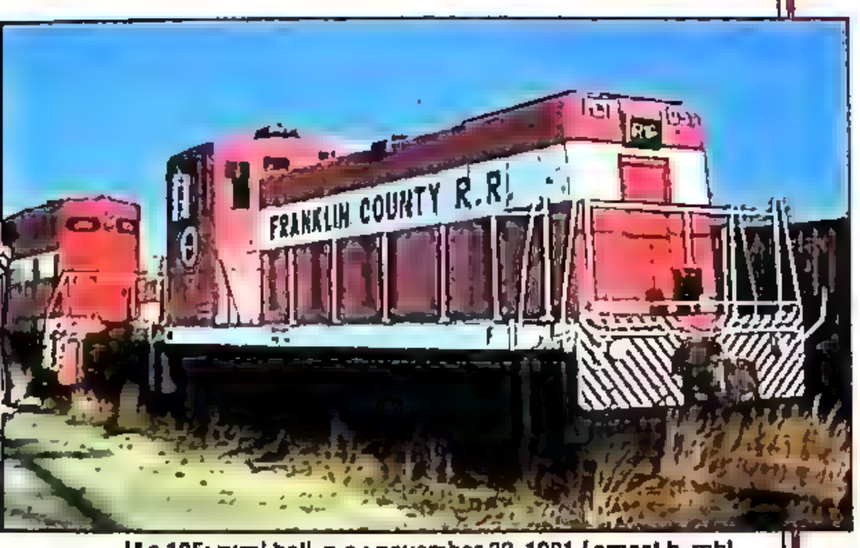
L&s 131; skyland, n.c.; september 12, 1990 / lon coone, collection of dr. art peterson

Laurinburg & Southern's switchers

L&S	Model	Builder	Built	Bld. No.	L&S Aqu.	Heritage
101	70-Ton	GE	9/47	29089	9/47	Bought new
103	70-Ton	GE	1/51	30837	1/51	Bought new
104	70-Ton	GE	9/50	30458	8/65	Lancaster & Chester 62 (Note: lettered Red Springs & Northern)
105	70-Ton	GE	1/48	29466	10/68	High Point, Thomasville & Denton 202 (Note: lettered Franklin County RR)
107	Cummins	GE	3/49	30038	10/72	Pacific Great Eastern 553; Sydney & Louisburg 60; Devco 60 (Note: lettered Fairmont & Western)
109	Cummins	GE	3/48	29298	11/74	Barre & Chelsea 15; Montpelier & Barre 20; Hoosac Tunnel & Wilmington 20; Frankfort & Cincinnati 20; L&S 76
110	70-Ton	GE	6/48	30013	6/79	Norfolk Southern 701; Southern 701
111	S2	Alco	6/50	78014	8/80	South Buffalo 91
112	S4	Alco	8/52	80063	5/82	South Buffalo 99
113	S4	Alco	1/52	79518	7/82	South Buffalo 96
114	SW1	EMD	6/49	7503	4/84	Union 456
115	SW1	EMD	6/49	7505	4/84	Union 458
116	SW1	EMD	8/49	7510	9/84	Union 463
117	SW1	EMD	8/49	7512	9/84	Union 465
118	SW1	EMD	8/49	7515	4/84	Union 468
121	SW1	EMD	3/40	1041	11/85	Milwaukee 1615; Milwaukee 965; Milwaukee 958; Milwaukee 868
123	NW2	EMD	4/49	7521	1/87	Union 541
124	NW2	EMD	4/49	7522	1/87	Union 542
125	NW2	EMD	4/49	7525	1/87	Union 545
126	NW2	EMD	4/49	7526	1/87	Union 546
127	NW2	EMD	11/49	8539	1/87	Union 555
128	NW2	EMD	2/49	6691	8/88	Baltimore & Ohio 568; Baltimore & Ohio 9520; Chessie 9520
129	NW2	EMD	12/48	6272	8/88	Chesapeake & Ohio 1854; Chesapeake & Ohio 9562; Chessie 9562
130	NW2	EMD	9/49	10266	8/88	Chesapeake & Ohio 5207; Chessie 5207
131	S2	Alco	9/48	76169	9/89	Richmond, Fredericksburg & Potomac 69; Steelton & Highspire 69; South Buffalo 69
132	S2	Alco	7/46	74493	9/89	Richmond, Fredericksburg & Potomac 58; Steelton & Highspire 68; South Buffalo 68
133	SW1	EMD	4/47	4804	10/89	Republic Steel 372
134	NW2	EMD	8/46	3617	10/90	Chicago, Burlington & Quincy 9221; Burlington Northern 518
135	SW1	EMD	6/51	14561	10/89	Republic Steel 341
136	SW1	EMD	1/42	1778	10/89	Republic Steel 371
137	S2	Alco	3/48	75662	1/92	Bauxite & Northern 9; Massena Terminal 12; Alcoa Terminal 12 (Note: lettered Alcoa No.12)
138	SW9	EMD	11/51	14927	4/93	Seaboard Coast Line 183; Carolina Eastman 2103
139	NW2	EMD	9/48	5762	9/93	Detroit, Toledo & Ironton 915; Republic Steel 570; Republic Steel 818
140	SW1	EMD	2/52	16116	9/93	Republic Steel 352; Republic Steel 832
141	SW1	EMD	10/45	3225	9/93	Republic Steel 301; Republic Steel 824
142	SW1	EMD	3/51	14098	9/93	Republic Steel 304; Republic Steel 825
143	SW1	EMD	8/51	14559	9/93	Republic Steel 306; Republic Steel 826
144	Cummins	Alco	12/48	76514	8/94	Delaware & Hudson 3025; Long Island 439; Naporano Iron & Metal; Southern Rails; Shamrock Coal
145	S4	Alco	4/54	81094	6/94	Piedmont & Northern 1005; Seaboard Coast Line 230; Port Manatee 230; Witherow Locomotive 230
146	S2	Alco	8/43	70273	6/94	Newburgh & South Shore 11; Newburg & South Shore 1004; Port Manatee 1004; Witherow Locomotive 1004
150	25-Ton	GE	5/43	17916	7/89	Bethlehem Steel; Dana Corp.; Toledo, Angola & Western 1
151	25-Ton	GE	11/43	18141	7/89	Cargill Corp.; Toledo, Angola & Western 2

l&s 121; moncure, n.c.; august 22, 1986 / ernest h. robl

l&s 104; red springs, n.c.; september 6, 1984 / jim wrinn



l&s 105; rural hall, n.c.; november 29, 1991 / ernest h. robl

Roster information courtesy of the Laurinburg & Southern as of January 30, 1998.

l&s 144; east laurinburg, n.c.; march 4, 1997 / ernst h. robl

l&s 151; laurinburg, n.c.; april 5, 1990 / "mac" connery

River on the only L&S bridge, the railroad takes another curve that sets it on a northeast course, passes timetable points known as Purcell and Edinburgh, and finally reaches Raeford and an interchange with the A&R, where a handsomely-restored brick A&R depot is located. The Wagram-Raeford trackage has no on-line business and is retained to keep the interchange with Aberdeen & Rockfish and, through the A&R, with Norfolk Southern. There are also many potential industrial sites on this line.

L&S operations

Like many independent short lines, the Laurinburg & Southern runs every weekday and Saturdays at customer request. There is no set schedule for freight runs, but there is a general pattern of operations.

For operating purposes, there are two "jobs" on the L&S. The first goes north from the Laurinburg general office to West Point-Stevens and, maybe, the Aberdeen & Rockfish interchange in Raeford. The second heads east and south from the office to Carroll's Foods, LOF Glass, Royster-Clark and the CSX interchange at Dixie. About 30 times a year this run includes a ride south all the way to Farmland Ag Services in Johns.

The train crew reports for duty at the main L&S office in Laurinburg at 8:00 a.m. and works until finished. They may work the entire railroad with two engines coupled together, or two crews may have one engine working towards Wagram and Raeford and return while the other works to LOF Glass and return.

Take March 22, 1996, as an example of L&S operations. On that day, the two-man train crew started things out by getting a ride by highway up to West Point-Stevens. Their engines, L&S SW1 116 and SW9 138, were already located there.

After switching West Point-Stevens, the crew hauled their empty coal hoppers to Wagram, and left them and the 138 there. They picked up four cars and hauled them north through the sandy fields to the A&R interchange in Raeford. Leaving the cut for A&R, the crew picked up one car and hauled it south to Wagram.

Back in Wagram at lunchtime, the crew reunited their engines, picked up the West Point-Stevens empties and hauled them and the car received from A&R past Scotch Grove to Laurinburg, across the CSX crossing at grade, and along McKay Street to Dixie. They met the CSX Hamlet-Lumberton-Hamlet local at Dixie at about 2:00 p.m.

After working Dixie, the crew ran east to work Carroll's Foods and LOF Glass. Turning around at LOF Glass, the crew ran back west and worked Royster-Clark. After finishing up at Royster-Clark, they switched the interchange track at Dixie again, ran along McKay Street, crossed CSX, left their cars in the yard next to the old L&S passenger station, and tied up in Laurinburg.

When crews work with two engines simultaneously, the pattern is the same except that one crew generally works from Laurinburg to Wagram and Raeford while the other works the industries east and south of Laurinburg and the Dixie interchange. North from Laurinburg, trains run to West Point-Stevens every weekday and as far as Raeford about twice a week. East from Laurinburg, trains run as far as LOF Glass every weekday and south to Johns four or five times a month during fertilizer season. The short line also handles one unit train, a grain shipment that arrives about once every two weeks.

The day-by-day nature of Laurinburg & Southern operations shows how seriously the railroad takes customer service. The railroad accommodates customers by altering its operating patterns on a daily basis to fit their needs. "The key to everything," president Evans says, "is good service and being responsive to customers."

The switchers of Laurinburg

The Laurinburg & Southern's large fleet of leased locomotives, and its practice of testing out restored units by running them locally, means that visitors to Laurinburg have a chance of seeing many different types of power in action. The things that tie the whole fleet together are a preference for switchers and an attractive red-and-white paint scheme.

Why an all-switcher fleet? "These smaller locomotives are cheaper to operate and maintain," Evans says. "In addition, since there is no need to operate at high speeds and our loads seldom exceed 25 cars, we rarely need more powerful engines. Another reason, of course, is that our railroad is relatively flat."

The current L&S roster includes a baffling array of GE 70-tonners, Alco S2s and S4s, and EMD SW1s and NW2s. The majority of these units are leased to industrial customers.

Other than the Alcos — all of which are leased or inactive — the rarest L&S units are the two GE 25-tonners, numbered 150 and 151, used as car shop switchers in Laurinburg. Previously

tony reevy

ALONG McKAY STREET IN LAURINBURG, *SW9 138 and SW1 116 led a train toward the CSX interchange at Dixie on March 22, 1996. Bi-centennial 70-Tonner 76, along with sister 110, were switching the Dixie Guano plant in East Laurinburg on September 6, 1984 **(below)**. L&S 76 has since been renumbered 109 and the plant is now Royster-Clark.*

owned by industries and Toledo, Angola & Western Railway, both were built in 1943 and acquired by the L&S in 1989. They sport fresh paint jobs and their condition belies their over 50 years of railroad service.

Finding units to photograph in Laurinburg is easy. On any weekday, one or two units are in train service and one is usually under repair in the diesel shop. Ten or so unleased and out-of-service units sit on sidings just behind the Laurinburg car shop, and a few others — most of them the GE 70-Tonners that kept the L&S in business for more than 30 years — sit on a siding about a quarter-mile west of the old Laurinburg station. The two 25-Tonners can be found just behind the car shop.

During the years of steam operation, the Laurinburg & Southern operated a fleet of five used and new-built 4-6-0s, a 2-6-0 and a 2-8-0. By the end of World War II, four steamers remained. All were off the property by 1948.

Shooting the switchers

Train operations on the Laurinburg & Southern start at 8:00 a.m. every weekday. Traffic is dispatched from the main office building in Laurinburg. Any weekday visitor is sure to see action going at least as far north as West Point-Stevens and as far east and south as LOF Glass.

Photographing L&S operations is an easy task. Starting from the north end of the line, easily accessible photo locations include the Aberdeen & Rockfish interchange just west of the Bus. 401 crossing in Raeford, the U.S.

jim wrinn

501 crossing in Wagram, and the Scotch Grove station site on county road 1326 between Wagram and Laurinburg.

In Laurinburg, the most interesting photo opportunities include the CSX/L&S crossing just east of the L&S diesel shop and the railroad's stretch of street running along McKay Street. The Dixie interchange with CSX is easily accessible by road, as is the Royster-Clark plant.

East of Laurinburg, Carroll's Foods and LOF Glass are located adjacent to each other along U.S. 74 between Laurinburg and Maxton. The end-of-track at Johns, North Carolina, may be reached by following U.S. 501 south from Laurinburg.

The folks at the L&S ask enthusiasts to remember that the railroad's track, shops and other structures are private property. Visitors are asked to please not jeopardize their personal safety or interfere with the railroad's operations.

A family-owned short line's future

"A short line's future," president Evans says, "is totally dependent upon continuing to get freight customers. You'll always lose some every year — you have to replace them." In restating his confidence in the Laurinburg & Southern's future, Evans cites the dedication and skill of its employees as the main reason for his optimism.

Certainly, the Laurinburg & Southern is a survivor. Always independent, the railroad weathered the collapse of its passenger and agricultural freight traffic before and during the Great Depression to become a busy local carrier of industrial traffic. It has ensured its survival by persuading major shippers like West Point-Stevens, LOF Glass and Carroll's Foods to locate along its tracks. It has further diversified its income by going into car and locomotive leasing, track removal and construction and the spin-off short line business.

The railroad is also a piece of living history. Its Laurinburg facilities, including the circa 1910 passenger station, the original stations relocated from Scotch Grove and Wagram, and the 1923 office building, form an industrial historic district just as meaningful as famous sites such as Durango, Orbisonia and Spencer. Amazingly, the buildings clustered around the L&S office in Laurinburg include all three of the little road's original depots. The line has seen no abandonments and still serves Johns, Wagram and Raeford as it did in 1930 or 1960. One of its shippers, Royster-Clark in Laurinburg (then Floradora Guano Company), was among its three original customers.

In an age of fast-paced change in the railroad industry, and in our society in general, historic survivors like the Laurinburg & Southern are rare. They offer a bridge between railroading's community-driven past and its efficiency-driven present.

two photos: tony reevy

***THE CSX HAMLET-LUMBERTON-HAMLET LOCAL** rumbled past the interchange at DIXIE after the L&S eastbound has cleared on March 22, 1996. The CSX local had already dropped its cars for the L&S and, once it clears, the L&S will drop their cars destined for the larger railroad. That same day, L&S SW9 138 pulled it train cautiously across CSX's Wilmington-to-Monroe main line **(top)**. The crossing is protected by a stop sign normally set against the L&S.*

I Photo Line

Bellevue Humpbacks

Between Fort Worth and Wichita Falls in northern Texas, trains of BNSF encounter a series of hills known as the "Bellevue Humpbacks." Eastbound Trains descend as series of grades more akin to a roller coaster than a main line. The line was originally part of the Fort Worth & Denver, which was merged into Burlington Northern on December 31, 1982. The Humpbacks are located along U.S. Highway 287 approximately 30 miles southeast of Wichita Falls. Bryan McCarty, who lives in northern Texas, turned his Canon EOS1N toward the action in Bellevue and, using an *f*-2.8 300mm lens equipped with a 2X tele-converter (giving 600mm of compression), has captured these images of the Humpbacks.

TRAILING A STRING of hopper cars over the humps, BNSF Extra 9702 East smokes it up with an SD70MAC in the lead on May 18, 1997 (left).

WITH BURLINGTON NORTHERN C30-7 5014 in the lead, an eastbound BNSF coal train goes up and down through Bellevue on October 13, 1996 (below).

photography by
Bryan G. McCarty

WITH SUN GLINTING off the windshield, BNSF SD70IAC 9839 leads eastbound train C-JRMSLP2-18A down the Bellevue Humpbacks on December 31, 1997 (left).

A Five-Star Steam Special

by Martin E. Hansen

photography: martin e. hansen

SINCE THE MID-1950s, rail enthusiasts searching for steam powered rail excursions have been lucky to find more than one or two steam events a year advertised in the back of their favorite rail publications. Occasionally, one of these events may be touted as a "railfan excursion" where some effort is made to replicate a steam era freight or passenger train. On even more infrequent occasions, the advertised event may boast the use of two steam engines on the train for a truly "spectacular" steam event. As the 1990s draw to a close, steam enthusiasts are well aware that multiple-engine steam events are becoming increasingly rare events.

Since its beginnings, multiple steam engine capability has been the rule, rather than the exception, at the Mount Rainier Scenic Railroad in Elbe, Washington. Organized in 1980, MRSRR began operating following the Class 5 rebuild of two geared logging locomotives. Under the capable guidance of General Manager and Master Mechanic, Jack Anderson, Hillcrest Lumber No.10, a three-truck Climax, and Kinzua Pine Mills No.102, a three-truck Heisler renumbered 91, were put into service following their Class 5 rebuilds. In the initial years of MRSRR, these two engines performed all of the summer excursion and occasional railfan special work for the railroad. Over the next ten years, a variety of additional geared and rod-type logging locomotives were assembled at the MRSRR shops in Mineral, Washington.

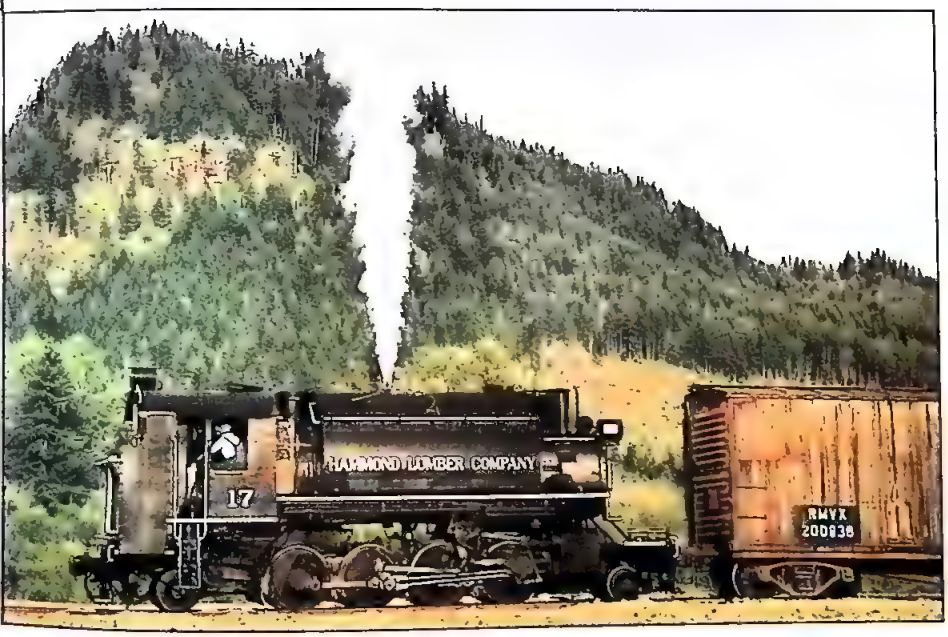
Over the next 18 years, with the financial assistance from Tom Murray, president of Murray Pacific and his Western Washington Forest Industries Museum, MRSRR was able to acquire and successfully rebuild a number of steam locomotives with Western Logging heritage. In 1993, when Jack Anderson's crews completed the rebuild of Pacific Coast Shay No.11 (ex-Pickering Lumber Company), plans were immediately put in place for a "geared triple-header" excursion, which would, for the first time in history, allow steam enthusiasts to ride behind a train pulled by an example of each of the three geared locomotives used for decades across the country in logging service. In 1993 and again in 1995, steam enthusiasts flocked to the base of Mount Rainier to watch MRSRR put on a geared triple-header excursion for the benefit of railfans. During the end of the 1995 excursion, while enthusiasts were busy photographing the three geared engines posed side-by-side, Jack Anderson brought the house down with the addition of recently rebuilt 2-8-2T No.17 under a full head of steam. The sight of four steam engines operated by the same railroad was truly a spectacular event seemingly without equal .

While most steam railroads would be overjoyed to successfully operate four steam engines in the same excursion, Jack Anderson would not be satisfied until he operated the ultimate of all steam excursions, using all five of his then-operable steam engines.

***THE CULMINATION OF YEARS** of effort by Mount Rainier Scenic Railroad general manager Jack Anderson came to fruition as five operating steam locomotives pulled a nine-car excursion train through the S-curves below Mineral, Washington, on May 2, 1998 **(above)**. Excursionists on the steam spectacular craned their heads at New Reliance for a shot of Hammond Lumber 2-8-2T No.17 and Cowlitz, Columbia & Chehalis 2-8-2 No.15 **(below)**. The two Mikes have just completed hauling the passenger train up the grades from Elbe.*

Plans were immediately put in place for a five-engine steam-up in 1996 to coincide with the Tourist Railway Association National Convention to be held in Seattle that year. However, Mother Nature destroyed those plans in the winter of 1995-'96, when torrential rains washed out a 300-foot section of fill on the south end of the Nisqually River bridge, thus severing MRSRR's Mineral shops from its base of operation at Elbe, Washington. Plans for any railfan excursions were put on indefinite hold while MRSRR regrouped from the devastating damage of the winter rains. With all of its passenger equipment located at Elbe, and all of its locomotive power located at Mineral, plans were soon made to truck two of the steam engines down to Elbe for the summer excursions. At the same time, additional trackwork needed to be performed along other sections of the railroad devastated by the winter rains. Climax No.10 and 2-8-2 No.5 were selected for trucking to Elbe because of their relative small size and light weight. The remaining MRSRR steam engines — Heisler No.91, Shay No.11 and 2-8-2T No.17 — were left at the Mineral shops, awaiting the installation of a new girder bridge structure to replace the washed out fill on the Nisqually River.

Delays in the repair of the Nisqually River washout precluded any hope of any train running from Elbe to Mineral, let alone one with five steam engines on the point. Despite the washout problems, Jack Anderson did fulfill his promise to the Convention attendees by firing up all five of his locomotives. The two engines on the Elbe end of the railroad operated the excursion train up to the site of the new bridge construction and then returned to Elbe where buses took all of the excursionists up to the Mineral shops where the remaining three steam engines were fired up and in operation. Needless to say, the operation of five live steam engines on a railroad reeling from devastating flood damage was an accomplishment that greatly impressed all of the attendees at the 1996 Convention.



The quest for five locomotives

Again, a normal excursion train operator would be satisfied to count the 1996 excursion as a "five-engine steam event," and then move on to other challenges. However, Jack Anderson still had not realized his goal of operating all five engines on the same excursion train over his railroad. He knew that this event would have to wait until the track repairs were completed and the railroad was restored to full operation. Now, however, several new obstacles now stood in the way of this excursion ever taking place. First, by 1997, 2-8-2 No.5 was in need of a new smoke box and new boiler tubes before any further operation of her was possible. Additionally, Heisler No.91 and Climax No.10 were operating on tube extensions that would expire in May 1998. Jack Anderson knew that if he did not pull off his five-engine excursion soon, he would lose the chance to do so for many years to come. For this reason, Jack and his crews agreed that the five-engine steam train would be top priority

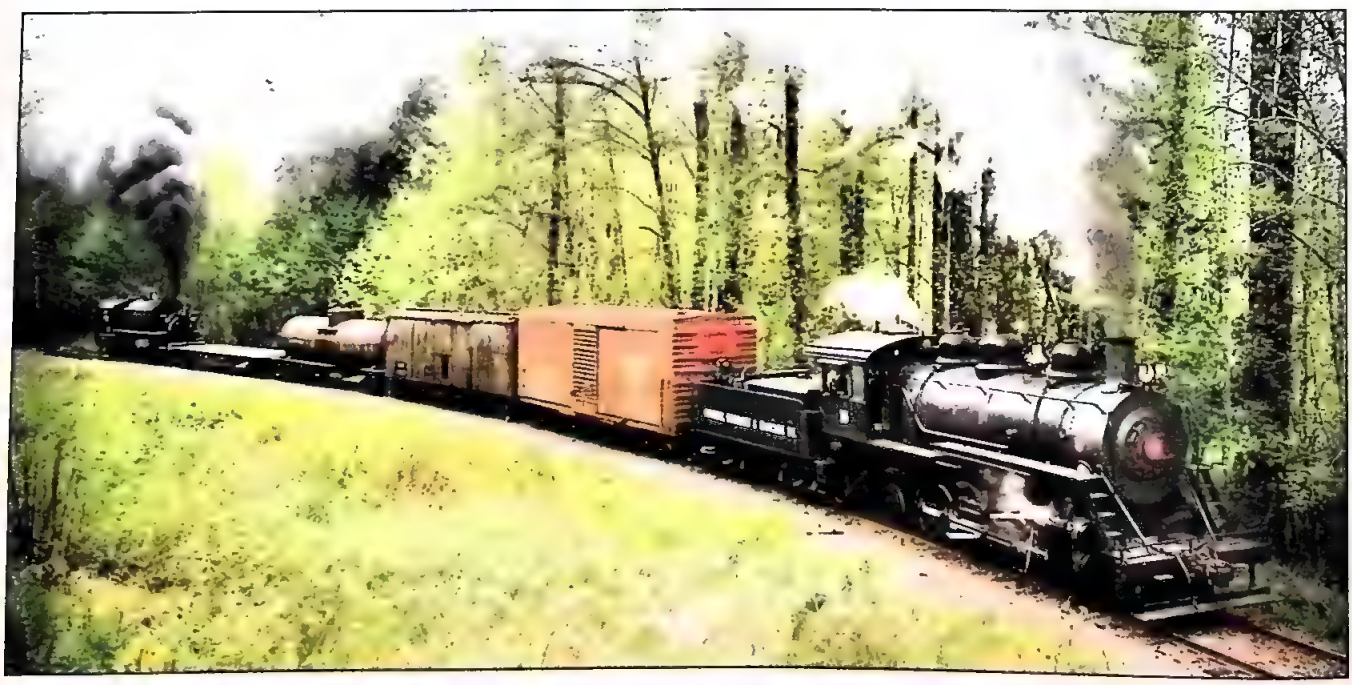
HILLCREST CLIMAX No.6, *with engineer Scott Gordon working the throttle hard, labors to assist a photo freight train during a runby on May 2, 1998* ***(top)****. No.6 was the second-to-last Climax ever constructed at Climax Motor Works at Correy, Pennsylvania, and was working the excursion on its last FRA flue extension. Hammond Lumber 2-8-2T No.17, under the guidance of engineer Randy Marquis, was switching freight cars in Mineral, Washington, on May 1, 1998, in preparation of the five-locomotive steam special* ***(above)****. The following day, Heisler No.91, Shay No.11 and CC&C Mikado No.15 were working the Mineral Yards* ***(right)****. No.91 was on a work train, No.11 on a log train and No.15 on a freight. The three trains were all featured in photo runbys outside of Mineral.*

PICKERING LUMBER SHAY No.11, *under the control of engineer Tim Daubert, was at the base of the Weyerhaeuser spur on the shop lead at Mineral, Washington,on May 1, 1998. The Shay was shuttling a former Milwaukee boxcar into place on one of three freight trains to be used on the next day's steam spectacular.With Harold Borovec at the throttle, Cowlitz, Columbia & Chehalis 2-8-2 No.15 was pulling a freight consist through the Mineral S-curves on May 2, 1998* ***(below).*** *Blackie Mosier was running rear helper Hammond Lumber 2-8-2T No.17.*

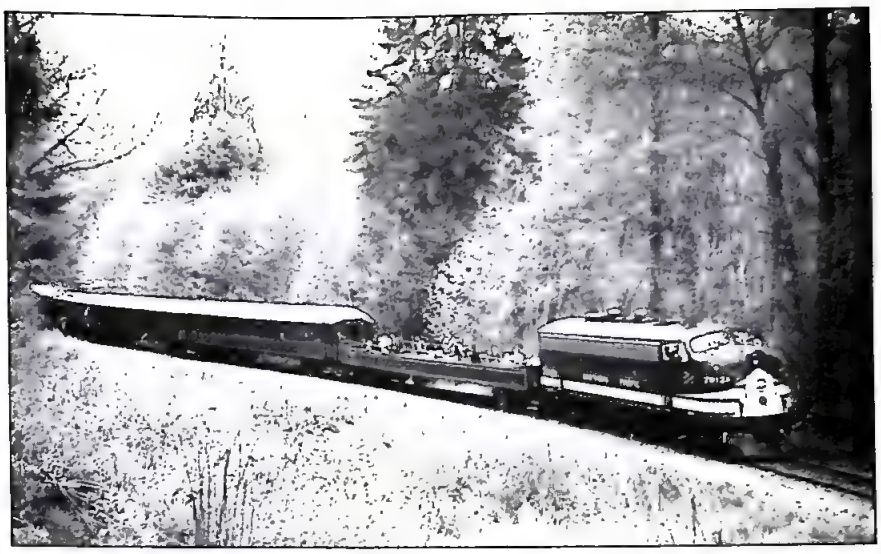
and would take place in early May 1998 to give them enough time to complete the rebuild of Mikado No.5 before the tube time on Climax No.10 and Heisler No.91 expired.

By early April 1998, it appeared that one significant obstacle would yet again dash Jack Anderson's hopes of operating his five-engine train. The rebuild of Mikado No.5 had not been completed due to additional time spent performing track and rolling stock repairs. In early April, the Mike was still in the shop with all of its tubes removed and a new smoke box constructed, but not yet installed. It was clear that No.5 would not be available for the May 2nd excursion. Despite this setback, Jack Anderson was not going to miss this chance to run five engines on the head of one of his trains. He hoped the solution to his dilemma was only a phone call away.

Back in 1989, Jack Anderson and his



MRSRR crews had completed the Class 5 rebuild of 2-8-2 No.15 for the nearby Chehalis & Centralia Railroad Association of Chehalis, Washington. This 90-ton Baldwin logging Mike had been originally built for service in northern Washington state and had spent its final years operating on the Cowlitz, Columbia & Chehalis Railway, out of Centralia, Washington. The preservation and restoration of No.15 was spearheaded by former MRSRR partner Harold Borovec. Over the last nine years, No.15 has operated summer excursion trains out of Centralia, Washington, on the southern end of the same Tacoma Eastern Railway which MRSRR operates. The Tacoma Eastern was incorporated in the early 1990s to operate the Chehalis Western Railroad, formerly owned by Weyerhaeuser Corporation. Weyerhaeuser had sold the CW to the City of Tacoma who in turn operated the railroad under its original Tacoma Eastern Railway name. This track was formerly part of the Milwaukee Road system was used by Weyerhaeuser until the early 1990s to haul logs from Chehalis north to Tacoma.



***NORTHERN PACIFIC F9A 7012A** led the nine-car excursion train into Mineral Yard following the photo runbys with five steam locomotives on the S-curves on May 2, 1998.*

Mikado No.15 to the rescue

Faced with the need of a fifth engine for his excursion, Jack Anderson put in a call to his friend, Harold Borovec, and asked whether Harold could bring No.15 the 65 miles from Chehalis to Elbe over the Tacoma Eastern. With Harold Borovec's enthusiasm for operating steam trains, and in particular his No.15, Jack Anderson did not have to ask twice for Harold's assistance. The only remaining obstacle would be to convince the operator of the Tacoma Eastern that such a movement of a 90-ton logging engine over a majority of the railroad's little-used track would be possible. As luck would have it, the City of Tacoma was in the process of changing its operator of the Tacoma Eastern Railway in early 1998, making obtaining permission for such a move no small task.

The railfan excursions over the years on MRSRR have not been limited to simply passenger trains operating over the line. MRSRR has a respectable amount of historic railroad equipment available for use in "photo freights." Since Jack Anderson and the rest of the MRSRR crew are railfans at heart, any excuse to operate this historic equipment is not quickly passed up. Over the past ten years, the job of planning and executing the photo freights on MRSRR has fallen to this author. When I first learned that we might actually have five operating engines available for this excursion, I began a plan to create three separate photo freights for use during the excursion itself. I knew an extensive amount of switching would be required to retrieve this equipment from the various sidings where they are stored deep in the woods near Mineral. Jack Anderson assured me that the day before the excursion event I could have the use of as many steam engines as were "hot" in order to pull this equipment from storage and organize it into separate freight, log and work trains. However, since many of these engines have not operated for more than a year, I was aware that certain testing and adjustment would need to be made before they were available to make up the trains, let alone for operation on the May 2nd excursion.

My arrival at the Mineral shops on April 30th confirmed that much work was still ahead for MRSRR and its crews. Since most of the operating crews were volunteers, they would not be arriving until the next day. Those of us that were in attendance began firing locomotives and inspecting equipment to determine operational capability for the excursion. Further, it was not until April 30th that the Tacoma Eastern crews first inspected CC&C No.15 to approve it for operation over the line to Elbe. By 10:30 a.m. on the 30th, No.15 had passed her inspection and engineer Harold Borovec threw a fire in the engine to bring it up to steam for the first time since fall 1997. The plan was to have No.15 depart Chehalis at 8:00 a.m. on May 1st, so that it could arrive at Elbe by 5:00 p.m. the afternoon before the big event.

The morning of May 1st dawned with additional MRSRR crew members arriving at the shop and more engines being placed under steam and undergoing inspection and mechanical adjustments. By 9:30 that morning, I learned that CC&C No.15 had not yet left Chehalis because of issues that had arisen with the outgoing operator of the Tacoma Eastern. Because the railroad was in the process of changing operators, and because there were still unresolved issues between the City and the current operator, No.15 was held at Chehalis and not given clearance for its move for several hours. As each of these hours ticked away, Jack Anderson and his crews became more and more concerned about whether or not his five-engine train would become a reality. Through many phone calls and the faxing of several letters, all issues were finally resolved by 1:00 p.m., and No.15, together with a caboose, departed Chehalis under steam bound for Elbe, some 65 rail miles away. At Frederickson, No.15 was slated to pick up MRSRR's F9A locomotive for transport to Elbe. The former Northern Pacific diesel would be used during part of the excursion operation as an additional bonus for the excursionists.

Engineer Borovec and fireman Charlie Robertson had their work cut out for them as they left Chehalis. The 65 miles to be traversed between Chehalis and Elbe was over little-used track with 10 m.p.h. speed restrictions throughout the entire distance. Additionally, bridge repair work on the Skookumchuck Bridge required a slow order movement over that section of the line. Scott Gordon of MRSRR's crews was dispatched in the late afternoon to fire up the F9A and make her ready for coupling on to No.15 for the final uphill climb from Frederickson to Elbe.

Preparing for the main event

Throughout the afternoon and early evening on May 1st, I put Shay No.11 and 2-8-2T No.17 to good use making up the freight trains for use on the next day's excursion. As the various freight cars were located several miles apart from each other and they had to be first retrieved from their sidings and then brought to a common point in the Mineral Yard for shuffling into the three freight trains. Chief MRSRR conductor Bob Harbison and myself worked for many hours to make certain that the freight equipment was assembled in the proper order for photos and staged in the Mineral Yards ready to be quickly retrieved and used during the excursion runbys. Since much of this equipment had not operated for many years, the time necessary to make couplings and performing air brake tests took much longer than the same switching maneuver on a Class One railroad. Even after darkness fell, and despite the fact that these crews had been on duty for more than ten hours, the switching continued long into the evening

Five-star steam people

WITH ENGINEER TIM DAUBERT *looking down from his seat box, trainmaster Blackie Mosier gave the final instructions just prior to the five-engine consist leaving Elbe, Washington, on May 2, 1998 (**above left**). Engineer Harold Borovec "oiled around" his pride and joy, CC&C No.15, while general manager Jack Anderson prepared to hand out train orders to the waiting crews of five steam locomotives about to depart the yard in Elbe (**above center**).*

TRAINMASTER BLACKIE MOSIER *handled the throttle as 2-8-2T No.17, along with Mikado No.15, pulled the excursion train up the three-and-a-half percent grade between Elbe and New Reliance (**above right**). Tom Murray, Jr., the best friend a steam railroad could have, was in the cab of No.15 during the May 2, 1998, event (**left**). Tom spearheaded the formation of the Western Washington Forest Industries Museum which funds the MRSRR.*

until each of the three trains was made up.

Throughout the work being performed at the Mineral Shops and in the Mineral Yards on May 1st, frequent checks were made by radio with CC&C No.15 to make certain that she was still proceeding satisfactorily to Elbe. A huge sigh of relief was shared by all when, at 11:00 p.m. on Friday, May 1st, Harold Borovec and Charlie Robertson brought No.15 into the yard at Elbe and tied her down for the night. Now for the first time, less than 12 hours before the excursion was to depart, we finally knew that Jack Anderson's dream of a five engine steam train was now within our grasp. All crews were told to report by 7:00 a.m. the next morning to begin firing the respective engines and proceeding to the staging areas for the day's excursion. We were told to sleep fast since much was still left to be done before the first passengers boarded the train.

The big day arrives

The yards at Elbe were teeming by 9:00 a.m. on May 2nd with both paying excursion passengers and invited VIP guests. Members from the Governor's office, Weyerhaeuser's board of directors, and other civic leaders had been invited to attend this once-in-a-life-time steam event. The day before we had assembled a nine-car passenger train which was now standing ready for boarding at Elbe behind 2-8-2T No.17 and the recently arrived CC&C No.15.

Shortly after 10:00 a.m. on May 2nd, the excursion train was backed out of Elbe with the two Mikes pulling her uphill to New Reliance. As the pair battled the two-and-a-half-mile three-and-a-half-percent grade, the heavy train brought the locomotives to a crawl as we neared the summit. With the sanders on No.15 empty, one of her crew climbed down and walked along the plodding train, distributing dirt under the rear drivers in an effort to maintain traction. For nearly a mile, the thunder from the two Mikes struggling upgrade could be heard for miles as each engine slipped its wheels, caught traction and then proceeded on its way up the hill. By the time the summit was reached, the heavy train had picked up speed and was back to nearly eight miles an hour as she entered the New Reliance yard. A quick run-around was made and after a brake test, the excursion train proceeded back down the hill toward Elbe where the main event for the day was ready to unfold.

As the train drifted downgrade the last mile towards Elbe, the excursionists were treated to a spectacular view of Alder Lake with the little town of Elbe on its shores. Drifting up from the center of Elbe were three distinct steam plumes, denoting the presence of MRSRR's geared locomotive fleet waiting on the main line. The passenger train was quickly spotted in the center of the yards so that Mike No.17 could have her saddle-tank filled before the train departed Elbe. While this watering was quickly accomplished, we backed down MRSRR's Heisler No.91, Climax No.10 and Shay No.11 and coupled them up to Mikes No.17 and No.15. A very proud Jack Anderson walked down the line of his steam fleet, handing out train orders to each of the crews in preparation for their departure. At almost exactly 1:00 p.m. on Saturday, May 2, 1998, Engineer Tim Daubert, on lead engine Shay No.11, gave two long blasts of the whistle, and motioned with his arm out the cab window to the engines behind to highball out of Elbe bound for Mineral. Each of the four trailing steam engines gave short whistle blasts acknowledging receipt of the signal and all throttles were pulled open while steam escaped to the five stacks and out the open cylinder cocks of each engine. Five billowing plumes of smoke immediately erupted with a deafening roar of steam exhaust as the engines quickly began rolling the nine-car heavyweight passenger train out of the Elbe yard.

Quintuple-header!

As the first crossing was encountered, only a few hundred yards from where the train began, the five engines signaled for the crossing, with a calliope of steam whistles. As Engineer Daubert looked back behind him, he commented over the roar of the locomotives, that the motive power on this train was longer than the usual excursion train pulled on Mount Rainier Scenic Railroad. Within a mile of leaving the yard, the train had quickly gotten up to its ten-mile-an-hour operating speed as it proceeded to the first of several photo opportunities. While the train approached the first of the several farms nestled in the valley along the track, excursionists

were treated to the view of a herd of over 250 elk startled by the roar of the five engines. As the train proceeded along the edge of the farm, the herd of elk quickly charged ahead in an effort to flee the approaching steam leviathan on rail. The sight of this startled herd only added to the excitement of both the passengers and the crew members operating the five engine special.

The first photo stop was made on the Nisqually River Bridge, with the five engines spotted on the newly constructed girder bridge that spanned the washout that had prevented this excursion from taking place in 1996. Once the passengers were safely off-loaded, the five locomotives backed the train across the bridge in preparation for the first of many runbys throughout the afternoon. Even the roar of the spring run-off in the Nisqually River was no match for the clamor of five steam locomotives at full throttle as they proceeded through the runby.

Later, as the excursion train reached the "S-curves" below the Mineral Shops, it was time to roll out the photo freights that we had assembled over the past couple of days. After the passengers were unloaded, two final runbys were performed by the five engines on the head of the passenger special. The train was then tied down so the engines could proceed up to the Mineral Yard to retrieve their respective freight trains. At this time the ex-NP F9A dropped down from the Mineral Shops and coupled on to the passenger train and took it down the hill out of the way of the ensuing photo freights. For the next hour, the excursionists were treated to a number of spectacular photo run-bys by each of the three trains. Shay No.11 was placed on the head end of the seven-car log train with Climax No.10 pushing as helper behind the caboose. Heisler No.91 had its work cut out for it by pulling the heaviest of the three trains, which included a working crane, loaded ballast cars, a flat car and the caboose brought up from Chehalis by CC&C No.15. Finally the freight train of box cars, tank cars and flat cars was brought out for the excursionists with No.15 heading the train, with Hammond Lumber Company No.17 pushing as a helper engine on the rear.

The spirit of Northwest mountain railroading was best exemplified when, following one of the runbys, one of MRSRR's crews spotted a sizeable bolt with two locking nuts covered in grease laying between the rails. A call was immediately issued for all crews to check their engines to see which engine was missing this particular part. As the crews radioed back, none could identify any missing pieces. All crews commented that the part would most likely have come from the Climax, since, by nature, that engine is constantly trying to throw itself apart. Later that afternoon, when Jack Anderson was shown the errant bolt, he quickly identified it as indeed being a gear retention stud from the Climax. He commented, "This is one less part we'll have to remove from the Climax during her rebuilding."

Winding down

As the runbys were completed, all the freight trains proceeded to the Mineral Yard to conduct additional runbys as soon as the passengers arrived, now being pulled by NP F9A 7012. After the runbys were completed at the Mineral Yard, the passengers again boarded the train as it backed down the yard and proceeded up the shop spur so that the excursionists could take a tour of the Mineral Shops. When the grueling grade, together with the tight curves proved too much for the F9A, Mikado No.15 was brought up from its staging area to act as helper on the rear of the train. With the 90-ton Baldwin shoving hard, the passenger train was able to negotiate the tight curves and steep grades, and the passenger special arrived at the shop for an hour-long tour. With this tour completed and evening setting on, the F9A, together with No.15, proceeded to take the passengers back downhill to Elbe for the end of the excursion. In the hours after the passenger train departed the Mineral Shops, the remaining steam engines were busy putting away their respective freight trains, and proceeding one at a time back into the shops to have their fires killed. A certain sadness was felt by all the crews as the fires were killed on Heisler No.91 and Climax No.10, as these engines would not see steam operation for the next several years while they await their rebuilding under FRA's new 15 year guidelines.

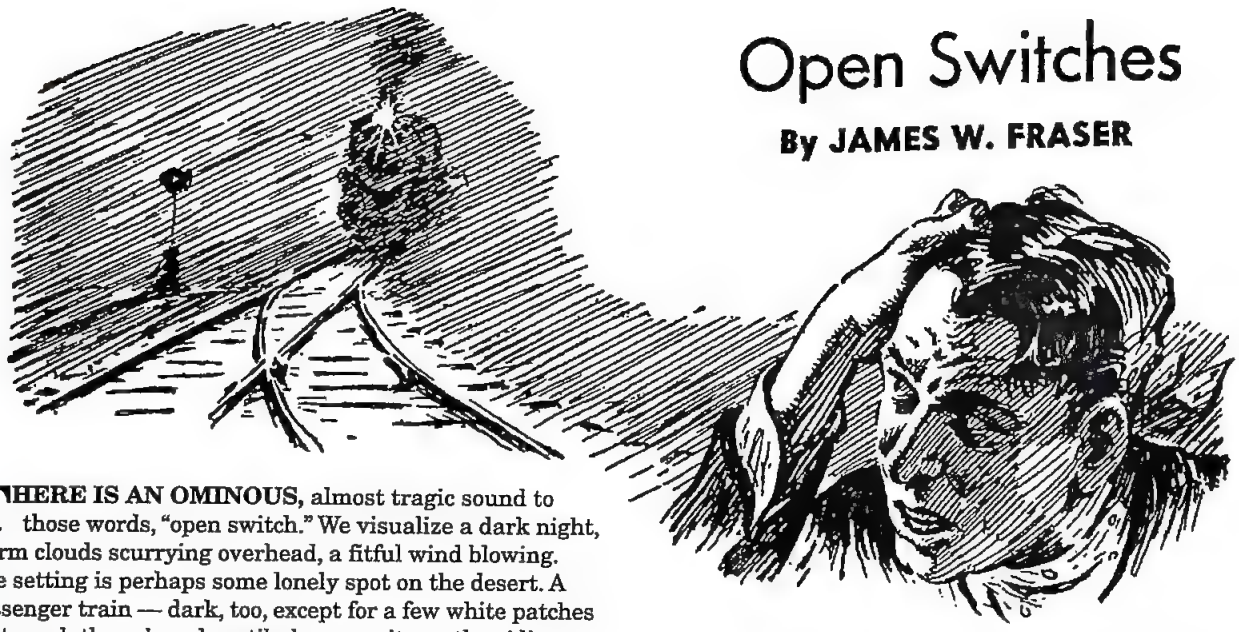
While the feedback from the excursionists certainly demonstrated their pleasure in seeing a truly spectacular steam event, those of us who participated in putting on the event were aware of the enormous effort it takes to actually accomplish such a feat. Were it not for the dedication of the MRSRR crews and the determination of general manager Jack Anderson, such an event would simply be unthinkable in this day and age.

As the operating crews drifted back to the engine house at Mineral, all were surprised to see that Jack Anderson had been busy during the excursion. Jack does not make it a habit of going along on these excursions, as he leaves the operation of those trains to his train master, Blackie Mosier, and the other volunteers that make the MRSRR excursions a success. In the shop, the crews could see that Jack had spent the day beginning to attach the new smoke box on to Porter No.5. Even with the temporary loss of two engines from its operational fleet, it was clear that Jack Anderson is determined to maintain a multiple-engine steam fleet at all times. In addition to the completion of repairs on 2-8-2 No.5, Heisler No.91 and Climax No.10, Jack's next plans call for the rebuilding of ex-Rayonier No.70, a 1922 Baldwin 2-8-2. Jack is clearly looking forward to the day that he can once again call Mineral home to five or more operating steam locomotives.

***THE FIVE-ENGINE EXCURSION** corssed the Nisqually River bridge on May 2, 1998. Former Pickering Lumber Company Shay No.11 led Hillcrest Lumber Climax No.10, Kinzua Pine Mills Heisler No.91, Hammond Lumber Company Minaret No.17 and Cowlitz, Columbia & Chehalis Mikado No.15 on the historic trip between Elbe and Mineral, Washington.*

Open Switches

By JAMES W. FRASER



THERE IS AN OMINOUS, almost tragic sound to those words, "open switch." We visualize a dark night, storm clouds scurrying overhead, a fitful wind blowing. The setting is perhaps some lonely spot on the desert. A passenger train — dark, too, except for a few white patches that mark the cab and vestibules — waits on the siding. Only the soft hiss of steam, the spasmodic chugging of pumps breaks the silence. The head man up by the switch waits leaning against a tie pile ready to let his train out after their "meet" clears, just as he has done hundreds of times before.

What began as a dancing light-beam in the distance grows bigger, drawing closer as minutes pass, until the hissing steam and chugging pumps are drowned out by the roar of the approaching train as the engineer, sure of his meet, whistles through. Suddenly an unknown faculty possesses the man against the tie pile, animating him, directing his movements. He spring to the switch. Hastily, without a fumble he opens the lock, tugs at the lever, throws it over and . . .

Well-meaning people shake their heads sadly without being able to understand how such a thing could happen. But some of us do, because it is not at all a new story to old "rails." Lapsing into a reverie of open-switch memories, your old-timer can recall many a case. I dare say part of every railroader's education has included someone's forgetting a switch, aligning it wrong, or throwing it beneath a car before all the trucks passed over.

I recall a young night yardmaster in a busy yard near Chicago who habitually followed a yard engine which made last-minute pickups for the manifests. To save the crews much valuable time, he patrolled the scene, closing switches behind them.

One night something went wrong and he was suddenly called to a distant part of the yard. In his haste he overlooked closing a switch that led off the main to a team track. An inbound passenger train, somewhat tardy, came along a little too fast for the unexpected detour; the engine flew off the rails and slammed down on one side, her wheels still spinning furiously as she turned over, and the string of cars rammed into her.

A similar incident happened near Lafayette, Ind., some years ago, when I was deadheading on a freight drag. It was a bright warm evening in late summer. The new harvest moon cast a white glow over fields and woodland. The parlor brakeman and I were perched in that characteristic half-standing, half-sitting platform squat, each with one foot braced against the rear railing. The "big ox" (conductor) was busily knocking off his slumber mileage in the cock loft. Myriads of fireflies flitting above the cornfields and watermelon patches seemed to be winking us over.

A passenger train following somewhere close, we were due to head in and let her pass. I remarked to the end man something about looking up nice ripe melons and roasting some ears of corn while we were waiting. He was turning the red markers to "show the Irish" when we cleared the main. I dropped off, headed for the fence. Maybe he thought I took care of the switch. At any rate he was soon crashing along behind me — too soon to have done all his chores properly — in search of food.

Before our search was fairly under way the "varnish" swung around a curve behind us. Suddenly his whistle set up a series of wild whoops. The air went on with an angry hiss, brake riggings slammed with spiteful banging and I could feel the cuss words sizzling out of the cab window. We dropped everything and made for the right-of-way, just as the passenger nosed through the open gate. She coupled onto the crummy with a *wham* that knocked last winter's ashes out of the stove, woke the skipper and got both men forty "brownies" apiece.

An experience that threatened to be more tragic happened back in 1913 when I was working a switch tender's job in Rock Island, Illinois. At a point where the Rock Island goes over the Mississippi River, the Davenport, Rock Island & North Western ("Dry Line" for short) crosses the Rock running north and south. Both the Milwaukee and the Burlington had branch lines into the town and they used the DRI crossing.

The job was far from strenuous. Operating a hand controlled "target" and aligning switches for Rock Island trains at the west end of their passenger yard was the physical task.

Brain work consisted of deciding which had the right over the crossing and doping out the moves through the eight-pointed switch puzzle in the yard.

Both the Rock Island and Milwaukee ran crack trains bound for Kansas city on practically the same schedule. While Number 11, was doing station work on the Rock Island, the Milwaukee *Southwest Limited* — Number 5, if my recollection is correct — would come rolling up the slight grade along the east side of the river.

From West Davenport, Iowa, on the other side of the river to Muscatine, thirty miles south, both trains used the same track. Consequently whoever reached West Davenport first had clear sailing while the other tailed along catching his blocks.

With a little help the Milwaukee train could make the crossing ahead of the Rock Island and get a fair break at the junction. But if she had to stop while the brakeman ran ahead and let her onto the single track over the crossing, the big yellow passenger train was usually stabbed in the back for the rest of the trip.

Now the crews on the *Southwest* were playing the game fair. Appreciating my help, they always tossed off a load of papers and magazines. One night a fireman dropped off a new lantern, one of those lightweight, bell bottomed, copper-topped beauties; I have treasured it ever since. So I always tried to have the switch right when she was due. A cold, drizzling rain was falling. It was one of those miserable times when you hug the stove until the last minute before venturing out. Finally breaking away on the run, I reached the switch and opened it.

Not one minute but fully five dragged on. And another five. Across the yard Number 11, likewise late, screamed for the board. I ran over, set the puzzle and the target; waited while she passed and changed the board back again. Rather than wait indefinitely in the rain for Number 5, I walked around past our yard office and asked the clerk.

"Heard from 'Millie' tonight, Jack?"

That conversation and the events following are as clear now as if it happened yesterday. He answered:

"Seventeenth Street reported her on time early this evening."

"On time out of Chi, maybe. Well, he's a liar by my dummy and by the Rock, too. Phone him again, won't you?"

"You call, Slim. I'll keep an eye out for your train; got to get these switch lists booked."

"O.K." I saw him glance through the north window occasionally between entries in the jumbo record while I alternately clicked the receiver and cussed out telephone operators who slept on the job.

Suddenly the roar of an exhaust and fast crashing of trucks over crossing frogs drowned out the low whining wind, filled the room with an unspeakable dread. Lighted squares flashed in quick succession past the windows. Passenger coaches! For one brief instant not a thought registered, then I saw that the train was going in the wrong direction. I had forgotten the little three-car plug on the Milwaukee that usually ran through after Number 5. Seeing the target set right, the engineer had simply high-balled on through. If he had called for the board, we did not hear him. That part was all right, but I had left the switch open for the train coming from the other direction and now they were both running on the same main!

There might be a chance to stop the limited. The Dry Line had a telephone circuit connecting their various offices with the Burlington and Milwaukee operators. Terminal Junction tower, TJ, two miles north, was on that line.

Fairly flying across the yard, I tore open the door of the pole box, which fortunately was never locked. The instrument, an old fashioned "crank and cuss" type, hung precariously by a pair of rusting, wobbly screws. Wildly grabbing the handle I started to turn. The crank moved, then stuck. I gave a frantic jerk to loosen it; the phone broke loose from the wobbly screws, the handle snapped of with the threads. Foiled, I dashed back to the yard office. Jack was talking to the Milwaukee operator at Seventeenth Street over the city phone.

"She left Moline at eleven one," he chattered. "Op's trying to raise TJ on his wire."

I slumped weakly into a chair. The big hand on the wall clock moved with an ominous click from eleven, three to eleven, four. Millie must be right at the junction now. And the other train . . . The broken handle slipped from my relaxing fingers and fell clattering to the floor.

Jack was saying: "He's still trying — listen, Slim, he says, 'Try our dispatcher, he has an old pony connection to TJ.'"

I broke in on the Rock Island dispatcher's line.

"I'll try," he promised, "but that line is practically dead; hasn't been in use for over a year."

Breathless seconds seemed eternities. Only the movement of the clerk, the ominous sound of the advancing minute hand broke the silence. Even the wind ceased moaning. Thought only registered for brief intervals. Two trainloads of unsuspecting people — of all places, between two well populated cities with stations and towers less than two miles apart — they would meet along Sylvan Slough, down among the willows —worst stretch of track — too close to stop — the crews my friends — I had no right to touch that switch —

How long could such agony last? Why didn't something happen?

Whoo-oo! Whoo-oo! Millie's whistle. No mistake. She was right on top of us. Near collapse, I slumped down in the chair. She was passing, *clickety-click,* over that loose point of the frog. Thank God!

Now maybe you are thinking in terms of a miracle. Perhaps it was, in a way, but that was not the answer. We later learned the strangest coincidence of all.

Number 5, remember, was going south in the face of an opposing train which was coming up on the wrong side. Someone else had forgotten and *left a switch open* below Terminal Junction that night. Automatically, Five took the crossover to the northbound main, ran through that switch and likewise came down the wrong alley, passing the other train safely. It was one time when two wrongs made things right.

This story first appeared in the November 1939 RAILROAD *magazine. Other articles in that issue included a look at the Baltimore & Ohio passenger train* Ann Rutledge, *a survey of the 30 different gauges used by railroads of the world, photos and rosters of the Milwaukee Road's power and the story of an inmate who constructed a live-steam 49-inch-long Milwaukee 4-4-4 while in prison. The main feature was "Mansions on Wheels" which detailed the private cars owned by the Pullman Company that were available for charter for $105 per day. Also included were three True Tales of the Rails and two short fiction stories.*

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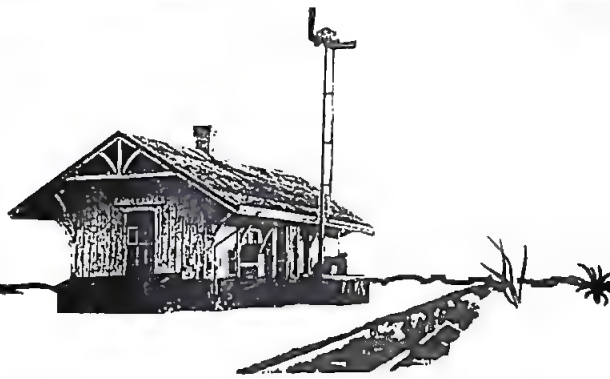

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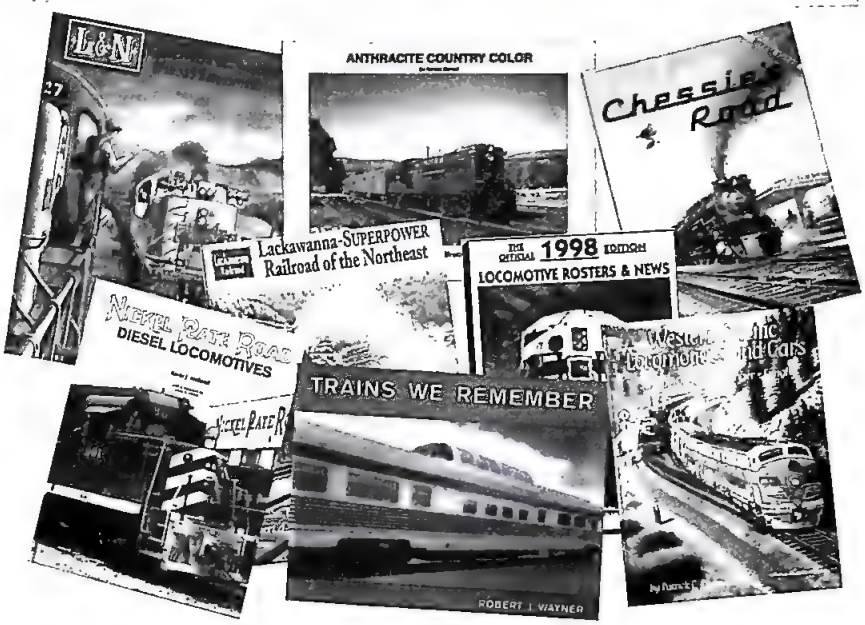

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In search of the oldest rail in America

ARCHAEOLOGISTS DIGGING at the site of the oldest surviving city rail terminal in the U.S. have uncovered what is likely to be the oldest surviving intact track structure and rail in the Western Hemisphere.

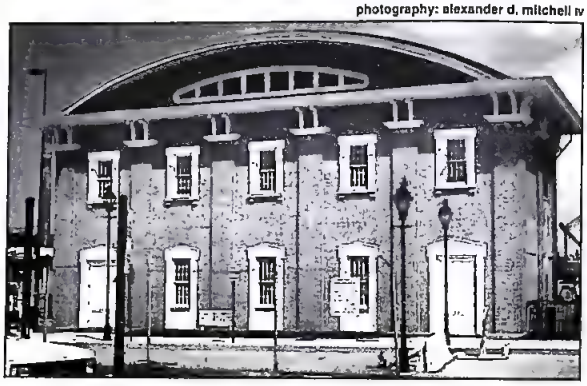
The rail and ties have been uncovered at a volunteer archaeological project under way since February 1998 at the President Street Station in downtown Baltimore, Maryland, an 1849 Philadelphia, Wilmington & Baltimore Railroad station headhouse now preserved as the Baltimore Civil War Museum. The structures uncovered thus far include wooden stringers and crossties, ballast stones and a piece of strap rail approximately 2½ inches wide and one to 1¾ inches deep. All indications so far are that the structures uncovered are from a system of track construction only installed from the mid- to late-1830s.

This discovery has suddenly thrown a spotlight upon the heretofore little remarked station, one of the most historical sites in Baltimore and railroading. The mere survival and preservation of President Street Station is a remarkable story in itself.

Built in 1849-'50 by the PW&B, the station headhouse is the oldest large-city railroad station structure in the United States. The nearby 1831 Ellicott City, Maryland, station is the oldest U.S. station; the B&O Mount Clare Station across Baltimore, now part of the B&O Museum, dates to 1851. Among the first stations built with the soon-common design of a trainshed extending from a headhouse, it replaced an earlier joint PW&B/Baltimore & Ohio station further downtown (the PW&B had merged with the predecessor Baltimore & Port Deposit Railroad in 1838). It served as the Baltimore terminal for the PW&B until the corporate successor, the Pennsylvania Railroad, which bought most of the PW&B's stock in 1881, moved to its new Union Station (now the site of Pennsylvania Station, still used by Amtrak) in 1873. President Street Station became primarily a freight station, with some expansion of freight facilities over the years; token local passenger services, operating west from Bayview Yard, continued until about 1910. The original trainsheds collapsed in 1899 and were rebuilt in 1913. The PRR continued to use it as a freight depot until the late 1950s when it abandoned the headhouse and leased it to a construction company. Two fires destroyed the trainshed in February and March 1979, and Conrail subsequently abandoned the damaged headhouse and property in 1980 along with the surviving ex-PRR street trackage in Baltimore's Fells Point and Canton neighborhoods. (See RAILFAN February 1978 for Herbert H. Harwood's article on this fascinating relic of 19th century railroading. Much of this trackage remains today in Fells Point's streets and cobblestones.)

More important to most historians' eyes is the role the structure played in the Civil War and the events leading up to it. Baltimore was the site of the first fatalities of the Civil

photography: alexander d. mitchell iv



PRESIDENT STREET STATION in Baltimore, the oldest surviving city rail terminal in the country, now houses the Civil War Museum. Strap rail dating from the 1830s has been discovered behind the station. Looking for pieces of history, a volunteer team of Keith Short and Herbert H. Harwood, Jr., carefully search the archaeological site (**opposite**).

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by Alexander D. Mitchell IV

War on April 19, 1861, when hostile civilian crowds sympathetic to the Confederate cause rioted against the Massachusetts Regiment as they attempted to transfer from President Street Station to the B&O's Camden Station. (Oddly, the bombardment of Fort Sumter in Charleston, South Carolina, on April 12-14, 1861, resulted in no fatalities except for a soldier killed by an exploding cannon during a ceremonial salute after the surrender.) Passengers known to have used the station or its predecessor in those days included escaping slaves Frederick Douglass and Henry "Box" Brown, the latter shipped alive in a packing crate to abolitionists in Philadelphia in 1848; Robert E. Lee, then a young U.S. Army officer and Abraham Lincoln, who slipped through town at 3:00 a.m. en route to his 1861 inauguration. The station has also been cited by historians as one of the few sites that can be verified as having been used by the "Underground Railroad," the network of abolitionists that transported escaped slaves to freedom in the North.

Concerned with the potential loss of an important piece of Baltimore's 19th-Century history, Civil War and rail historians had lobbied for years to preserve the historic but crumbling structure. In 1987 a volunteer group called The Friends of President Street Station was formed with the goal of preserving the remaining structure as a Civil War museum. (With the equally historic and better-preserved Mount Clare Station as part of the massive B&O Railroad Museum across town, it was felt another railroad museum would be redundant.) The collapse of the fire-damaged depot roof (a rare bowstring truss arch) in 1990, along with a section of the attic and second floor, did little to help matters. In 1991, the City of Baltimore made emergency repairs to stabilize the building, now little more than a crumbling shell. In September 1992, the structure was placed on the National Register of Historic Places. With federal funding from the Intermodal Surface Transportation Efficiency Act (ISTEA) provided by the Maryland Department of Transportation and matched by money from the City of Baltimore and in-kind grants, work began on renovation of the headhouse during the summer of 1996. Administrative help came

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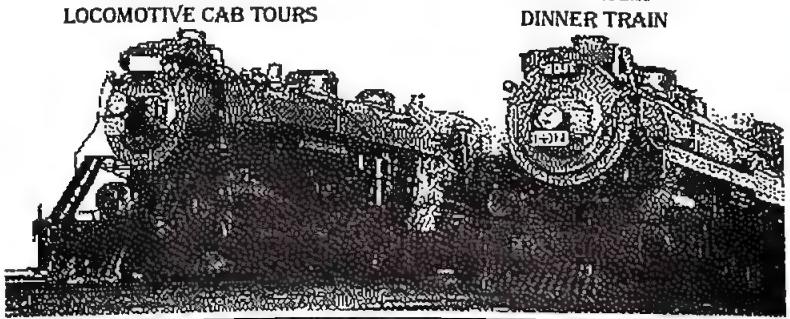

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RAILROAD AVENUE ENTERPRISES

from the B&O Museum, and the Baltimore Civil War Museum was opened with fanfare on April 12, 1997. The museum is currently operated by the Baltimore Civil War Museum at President Street Station, Incorporated, a non-profit group.

It was during the renovation of the headhouse that initial (albeit unintentional) archaeological exploration occurred: during the digging of a trench to lay a water line to the building, wooden timbers were unearthed. Museum director Shawn Cunningham was certain that something historic lay beneath the ground in the area formerly occupied by the trainshed. With further commercial and residential development encroaching upon the immediate neighborhood (including a 20-acre, $450 million Inner Harbor East commercial and residential project under way and a highly controversial convention center hotel project in the planning stages across the street), the decision was made by Cunningham to initiate an archaeological dig in the museum's "back yard." Volunteers were solicited from the University of Baltimore's Center for Urban Archaeology and the Friends of President Street Station, along with a public appeal in the newspaper.

"We knew we were going to have to do it at some point," Cunningham remarked. "We just went ahead and did it." An initial dig was planned for February 13th-15th, and as Cunningham noted, "We picked February, or more accurately February picked us. We knew we'd have fewer visitors, and the weather turned out to be ideal as well."

The initial dig would prove to be the most difficult; after removal of the topsoil, the diggers (author included) found a tightly-packed layer of Belgian block granite cobblestone, held in place with mortar, then gravel, then six inches of Portland cement. After hours of painstaking (and painful) demolition with hand tools (including a pick from a local garden shed that turned out to be ex-PRR!), wooden stringers and crosspieces were unearthed.

The layout of the timbers matched diagrams and descriptions made by Austrian engineer Franz Anton Ritter von Gerstner, who traveled extensively in the United States in 1842-'43. Instead of rails being spiked to crossties as they are today, flatiron strap rail was nailed to wooden stringers travelling in the direction of travel. These stringers were separated by crossties that butted against them rather than running underneath; tightly packed slabs of rock worked as ballast to keep the assembly in place. The structure currently sits mere inches above the tidal water table of the adjacent Inner Harbor; some settling has likely occurred over the past century.

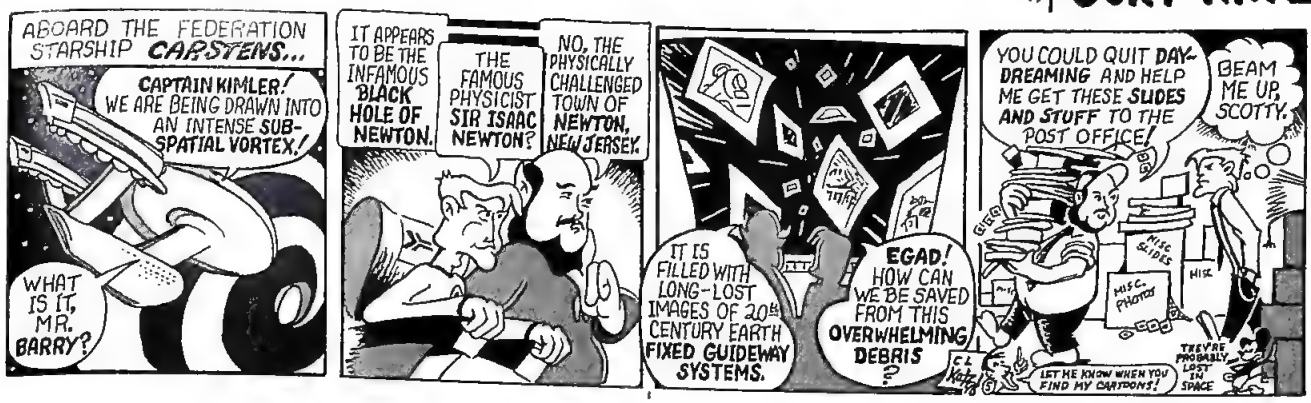
With the initial success of the first weekend, another dig was scheduled for March 14th-15th, working further along the uncovered track structure; it was during this dig that the rail was initially uncovered.

"The last thing we expected to see was metal," said Cunningham. "That would have been dear enough to warrant being pulled up and scrapped." The rail ran into the soil past the boundary of the archaeologically documented five-foot-square pit. Another digging session on April 18th uncovered the remainder of the iron, approximately five feet long, plus more stringers and crosspieces.

Unfortunately, as with a great many scientific explorations, almost as many questions were presented as answered by the discoveries. For one, the piece of iron uncovered runs along what appears to be the outside edge of the rail stringer, not the inside. This would seem to suggest the use of outside-flanged wheels, not known even in early Baltimore railroading. Also, the location of the track suggested by the structures does not seem to match with known track diagrams of the President Street terminal. It is currently being suggested that the trackage uncovered may predate President Street Station by about 15 years,

STRINGERS AND TIES DATING FROM THE 1830s are seen in the industrial archaeological pit behind Baltimore's President Street Station. The rail, perhaps the oldest surviving in the United States, was buried under cobblestone streets for nearly a century. The cobblestones are seen at the top of the photo.

by CURT KATZ


ABOARD THE FEDERATION STARSHIP CARSTENS...
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WHAT IS IT, MR. BARRY?
IT APPEARS TO BE THE INFAMOUS BLACK HOLE OF NEWTON.
THE FAMOUS PHYSICIST SIR ISAAC NEWTON?
NO, THE PHYSICALLY CHALLENGED TOWN OF NEWTON, NEW JERSEY.
IT IS FILLED WITH LONG-LOST IMAGES OF 20th CENTURY EARTH FIXED GUIDEWAY SYSTEMS.
EGAD! HOW CAN WE BE SAVED FROM THIS OVERWHELMING DEBRIS
YOU COULD QUIT DAY-DREAMING AND HELP ME GET THESE SLIDES AND STUFF TO THE POST OFFICE!
BEAM ME UP, SCOTTY.
MISC. SLIDES
MISC. PHOTOS
MISC
LET ME KNOW WHEN YOU FIND MY CARTOONS!
THEY'RE PROBABLY LOST IN SPACE

and may have been part of the original Baltimore & Port Deposit trackage thought to have been built in the area as early as 1832-'33 to serve the City Dock and downtown area. This trackage could have been covered over before or as the new station was built. Some serious head scratching continues among local rail historians.

What is likely to develop from this newly discovered historic touchstone? The answer is still uncertain. Several of Baltimore's city-run museums and historic sites, including the nearby City Life Museum and Shot Tower, closed earlier this year due to financial crises, with no reopening in sight. No funding has been found to undertake a comprehensive archaeological or preservation project at President Street Station; all digging involved volunteers, including one regular from Delaware. There is an obvious hazard in leaving the fenced-off pits open, to both the artifacts and to passers-by; at this writing, plans are to fill the pits with clean sand until further work can be undertaken.

"We found what we were looking for, but now we need an idea of what we are looking for next," Cunningham said. "We need to do research on what we've found so far." The archaeologists, led by Esther Doyle Read of the Center for Urban Archaeology, are willing to return to the site in the future.

The museum will also be under serious pressure just to survive the next year or two. The encroaching commercial development threatens to dwarf and overwhelm the tiny site, and as this is written, heavy construction in the neighborhood is shaking the ground, tearing up and flooding the streets and making the Baltimore Civil War Museum all but inaccessible to the public. As grim as the scenario looks, if determination and pluck have anything to do with it, archaeologists will continue their efforts to uncover and document as much as possible of America's earliest surviving railroad track before the opportunity is lost forever.

The Baltimore Civil War Museum is located at 601 President Street, Baltimore, MD 21202; 410/385-5188. Hours are 10:00 a.m.-5:00 p.m. Wednesday through Sunday. Thanks to Herbert H. Harwood, Jr., for his help in preparing this story. ⊂

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ON THE MENU

by JAMES D. PORTERFIELD

News behind the numero-alphabetic code

SIX P.M. ON A RECENT "last Friday of the month." The weather in central Pennsylvania is turning out to be unexpectedly pleasant. In Bellefonte, at the 110-year old former PRR train station, the Bellefonte Historical Railroad's RDC1 9167 is taking on guests for this month's ride 'n' dine run. What distinguishes this event from one described here in October, 1993, is the destination. That train went to Tyrone, where passengers detrained for a buffet at the Coachlite Inn. "The Coachlite closed," reports Bill Rumberger, BHRR vice president and station master. "Our search for a new location led us to the Towne Tavern in Lock Haven, a run of 30 miles in the opposite direction."

Like the earlier run, this "new" route also dates from the 1860s. We follow the Bellefonte Branch of the Nittany & Bald Eagle Railroad out to Milesburg, where we enter the Bald Eagle Main for the move to the N&BE's interchange with Conrail at Lock Haven yard. En route, we glide past historic Curtin Village, an early iron-making facility. West of Curtin we cross remnants of the old Bald Eagle & Spring Creek Navigation Company's canal, the pre-railroad link between Lock Haven and Bellefonte. Approaching Lock Haven we pass placid Blanchard Lake and Sayers Dam at its head in Bald Eagle State Park. The train comes to a halt one hour and 15 minutes after departure, and passengers detrain for a short bus ride to the restaurant, where a buffet awaits. The return trip begins shortly after 9:00 p.m., to have

continued on page 56

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The Paris Switcher
Pennsy pulled a fast one
Friends of a museum in need
Where the SD40-2s don't roam

November 1985
The saga of Santa Fe Skyway
It's the Maryland Midland
The Challenger on Sherman Hill

January 1986
War Production Board & Diesels
NRHS Banquet Address
The SP Lakeview Branch
The Battle of the Atlantic

March 1986
EMD invades England
The Resurrection of 2102
Vandenberg's Blue Alco
The New Genesee & Wyoming

May 1986
Mallets in the woods
I never planned to be a railfan
Four cowls over Tehachapi

July 1986
Photo Line
The Rutland Train
SF to the Bay
CN's covered wagons

November 1986
Carolina Mixed
Exploring Fraser Canyon
River boats
Blue Mountain & Reading
Hartford & Slocomb

January 1987
The GP30 Story
Quaboag and the Quasar
The Amador Central
Illinois Central on my mind

March 1987
The Alliance Line
Snowtime Safari
Golden Spike Photo Contest
A gathering of "PVs"

October 1987
The colorful Joint Line
"Biloxi Blues"
Update on the Apache
Pinsly comes to Florida

November 1987
The NRHS Convention
Gasoline Alley
Baldwins on the Trona

December 1987
BN's Northwest "Funnel"
The Mississippian tradition
IRM 1987 Railfan Weekend
The well prepared traveler

January 1988
The North Western in Iowa
Greyhounds of the Overland Trail
A touch of Gray
North Shore Line

February 1988
Copper trains in cactus Country
The Legacy of A.E. Brown
Photo train through Arkansas
Freight on the "El"

March 1988
One day on Cajon
The Atlantic & St. Andrews Bay
The Foster Yeomen "59"
Sacramento's Corridor

April 1988
Soo Lines' grain Country
Hey! Buddy
Pinslys' Pioneer Valley
SP's U25Bs

May 1988
Tumbler to Tidewater
Railfanning the BCR Electrics
Red River Valley & Western

July 1988
Milepost 465
Amtraks' Keystone service
"San Diegan" Special
Something old,Something new

August 1988
The Last F3, BAR42
The Railroads of Roaring Camp
Cabin Fever
Restored Santa Fe F-Units

September 1988
The Paris Local
UP's Hog Train Royal Hudson
The Pittsburg & Shawmut
Switchers on the Shawmut

October 1988
The Bigbee Line
Utah Ry: The Era of the '45s
Kodaks' new T-Max 3200 Film

November 1988
Garden State in '88
Rocky Clubs 50th
NRHS Night Life
Magma on Monday

December 1988
1522: Mountain Railroading
1522 on the road
Streamliners of Dixie
Mountain Pass Marias

February 1989
Winter steam at Cookshire, VT.
The New York & Lake Erie
Success in South Dakota
Ridin on the Cotton Belt

March 1989
Alberta Bound
Strangers in La Grange
Collins Curve
Return to White Pass

April 1989
Eastbound
Jim Martins' Campaign Trail
Inco Limiteds' Electric Empire
4449 Adopt-A-Branch Special

June 1989
The Seminole Gulf Railway
CP's Maine Line
Railfanning the Seminole Gulf
Its a "Krok"

July 1989
Remembering the Katy
CP's Maine Line Pt.3
TTX Annual Report
Katy Color

August 1989
LA Union Passenger Terminal
Celebrating L.A. in May
Remembering Katy motive power

September 1989
Brills in the Hills
The Richmond
Fredericksburg & Potomac

Steam returns to Maine

November 1989
NRHS Convention
Spencer for History
Elect-Motive's FT 50 years

December 1989
The Florida West Coast
Railroad men
The diesel that tamed Hoosac
The return of FT103

March 1990
The Aroostock Valley RR
Montana Rail Link Story
Recreating 1955 with 1744

April 1990
The mystery of Jukes Tree
Montana Rail Link Story Pt.2
Steam in name only

May 1990
The Durango Roundhouse fire
Central Western Railway
Hudson Highlands
The "Star" of the lantern business

June 1990
Chicago & Illinois Midland
The "Canyon"
In memory of "8K"
New CSX paint scheme

July 1990
The C&IM, Pt.II
Cumbres & Toltec Scenic
Photo Line Special
When slides come back

August 1990
Riding to Winterail
Cotton Belt's KC Connection
TVRM: 3 miles of history
Railfanning around Pittsburgh

September 1990
Steam spirit of St. Louis
Wreck to save lives
Two in the Canyon
Multiple train photography

October 1990
Black tire affair
Front Royal connection
Milwaukee Road West
Meet Mason Cooper & Ed Lynch

November 1990
Steam Era continues
Tennessee Transformation
30 years of UP steam
Tale of a Century 420

December 1990
Clinchfield country Christmas
Huntdale at Night
Crestline, Ohio
Railfanning: China style

January 1991
Yakima "Steamfest '90"
The SDP40F Story
Weekend in the Twilight Zone
Red F-units & Yellow SDs

February 1991
"Photographers Weekend"
CN's Atherley Swing Bridge
Washago Junction
SDP40F, Pt.II

March 1991
ConRail's State Line Tunnel
Steam through Patagonia
Crowsnest, Cranbrook & Coal
Velvia & Exposures revisited

April 1991
Philadelphia's PCCs
Indiana & Ohio GP30
Sacramento: 10 Years
Crowsnest, Pt.2

May 1991
Beaumont Hill
Last run of the Electroliner
Return of the Electroliner
Incoming Spuds

June 1991
Riding the Super Fleet
The Thermal Belt
The "other" 2-6-6-4s
Shooting Super Fleet in B&W

July 1991
Firing the Hoosier Hudsons
The Schuylkill Shifter

Plaster City's Alcos
Hi 8 Video Introduction
Shifter

August 1991
Celebrating Sacramento
Aboard the UP doubleheader
Maine's Quintessential Short Line
Project 2472

September 1991
Bangor & Aroostock
Tracking the Green Machine
Amtrak's Empire Corridor

October 1991
NYC's West Side Freight Line
UP's Kansas Corridor
Fireball Summer
Ilford's XP-2 Film

November 1991
Green Bay & Western Today
NRHS Huntington '91
Convention
25 Years of Steam in Dixie
Kodak's new Ektachrome 64X

December 1991
Erie E8s in New Jersey
Sacramento River spill
Simpson Timber
1991 Cover One winners

January 1992
RailTex in Georgia
Last train on the OC&E
Brill's "Other Bullets"
Amtrak's "Keystone Classic Club"

February 1992
Comparing the Bullets
Today's Missabe
Maine Central's last winter
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March 1992
KCS on Rich Mountain
North to Alaska-In style!
Artwork of Paul Adams
Ultimate steam excursions

April 1992
1991 California Limited
Santa Fe 4-8-4s
3751 and Stan Kistler
2 Hours at Tunnel Two

May 1992
Twin Cities to the Twin Ports
Colorful Rectifiers
Steam returns to Susquehanna
The E44: PRR's Last
Freight Motor

June 1992
BN's Ottawa Branch
FNM's Daylight PA
Edaville & The Maine Two Footer
The Well-Equipped Photographer

July 1992
A Visit to Vladivostok
Aberdeen & Rockfish
Scrantons Big Blast
Edaville & the Maine, Part 2

August 1992
Last Days of Chehalis Western
Medi-Flu 15
Super Duper Fleets
11th Annual R&LHS awards

September 1992
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"Campaign '92"
"K" Line and ITS at Long Branch
Processing Kodachrome

October 1992
New Hope for the New Hope
Chicago's Freight Tunnels
Arizona & California

November 1992
San Jose '92
Commuter Service L.A.
Bill Clinton campaign Train

December 1992
Streaking Across Texas
Boston's Last PCCs
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January 1993
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Steamtown 1992

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October 1993
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Alive & Well
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June 1994
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September 1994
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October 1994
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Amcuisine 1994-95

November 1994
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goes Rio Grande

June 1995
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July 1995
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Tuskagee Airmen
Where *Champions* Roamed
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August 1995
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September 1995
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October 1995
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November 1995
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December 1995
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January 1996
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June 1996
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The Yadkin Valley Railroad
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July 1996
Maricopa Summit
The Arcade & Attica
An Hour at Cowan
Cutbacks on New Orleans
Streetcars

October 1996
Railroad Man's Magazine, Oct. 1906
Pioneers of the Iron Trail
Changing Times on Tennessee Pass
Delson's Diesels, Eh?
Rail Photography Since 1906

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☐ Sep. 82	☐ May 88	☐ Sep. 90	☐ Aug. 92	☐ Sep. 94	☐ Dec. 96
☐ Nov. 82	☐ July 88	☐ Oct. 90	☐ Sep. 92	☐ Nov. 94	☐ Jan. 97
☐ Jan. 83	☐ Aug. 88	☐ Nov. 90	☐ Nov. 92	☐ Jan. 95	☐ Feb. 97

continued from page 53

everyone back in Bellefonte near 10:30 p.m.

This may be the only dinner train in America to operate under the watchful eye of a Class I railroad. The Tyrone-Lock Haven track, known to local crews as the Bald Eagle Main, was recently upgraded and is now used by Conrail to operate unit coal trains serving the Pennsylvania Power and Light Company's Strawberry Ridge generating station near Williamsport. Nittany & Bald Eagle freights, including several trains of crushed rock each week from Pleasant Gap, occupy the line as well. Under the terms of a trackage rights agreement between Conrail, the Nittany & Bald Eagle Railroad and SEDA-COG Joint Rail Authority, the public authority which owns the track, Conrail is responsible for the dispatch of train movements between Tyrone and Lock Haven. The Form D (track warrant, what some know as a train order) authorizing tonight's dinner train move, and all other BHRR passenger moves as well, originates from the Altoona East dispatcher out of Conrail's Pittsburgh dispatching center. The need for such procedures is apparent on arrival at the Lock Haven Interchange. The RDC1, once empty of its passengers, proceeds into the yard to wait among rumbling Conrail and N&BE locomotives and, tonight at least, a Conrail move awaiting departure.

A final note on the BHRR: A new on-board meal service is being added this summer. On June 12, 1998, then again on July 10th, August 14th, September 11th and October 9th, meals catered and served by Clay Phillips, who operates the Village Eating House in nearby Boalsburg, begin. You can learn more, or make reservations, by calling 814/466-6865.

With the expanding number and variety of dinner trains necessitating only a brief name-address-telephone number and numero-alphabetic code in the annual *Guide to Dinner Trains* each June, the continuing effort to improve and/or modify these trains goes unreported. The BHRR is but one example of this "news behind the code." Other examples:

Steven Freer wrote this on the Tennessee Valley Railroad *Dixie Land Special* excursions: "Train operations, including food service, have settled into a 'turn-key' mode. Trains which run from Chattanooga to either LaFayette or Trion, Georgia, always include 'dinner in the diner.' This includes a warmed ham-and-cheese croissant sandwich, potato salad, fruit salad, brownies, lemon squares and the like. Part of the entree is prepared the day before departure and the balance is prepared on board the train in our 1924 Southern Railway diner. Trains which make Chickamauga their destination do not include an on board meal. Rather, a very nice catered dinner is offered on the grounds of the Gordon-Lee Mansion, about a block from the Chickamauga depot." For information on this and other operations, or to make reservations, call 423/894-8028, or see *www.chattanooga.net/rail* on the internet.

Tom Smith of the *Mount Hood Dinner Train* writes: "We have extended our season this year to run from March into December, and our Sunday Brunch train now departs at 11:30 a.m. Another change — the Alco C415's have been sold, and the dinner train will be EMD-powered for most of the rest of this season." For more info, call 800/87[illegible] or 541/386-3556.

Meanwhile, two previously unmentioned rail dining experiences have been called to my attention.

Someone was kind enough to send a kit on the *Moonlight Steam Train Dinner Party*, an operation of the Roaring Camp & Big Trees Narrow-Gauge Railroad in Felton, California. A call to Jeanette Guire, marketing manager for the railroad, confirms these details in the brochure: "In Roaring Camp Village, top sirloin steaks sizzle on the charcoal barbecue pits. Home cooked Western beans simmer in cast iron kettles. Chilled tossed greens, sourdough rolls, hot apple cider and homemade apple pie complete the picturesque feats. Then, at dusk, board an old-fashioned steam train for an unforgettable, breath-taking journey through the majestic redwood forests of the Santa Cruz Mountains." Country music and line dancing completes the evening. Runs are set for Saturday evenings on July 18th, August 8th, September 5th and October 3rd. Call 408/335-4484, or go to *www.roaringcamprr.com* on the internet.

In Vermont, the Green Mountain Railroad Corporation operates several trains that qualify as Ride 'n' Dine experiences. The *Champlain Valley Weekender* (Saturdays and Sundays only, July 4th thru September 27th) runs between Burlington, Shelburne, Vergennes (pronounced "verjenns"") and Middlebury, with restaurants within walking distance of each station — "Fire and Ice in Middlebury is a large, well known restaurant in this area," says Green Mountain's Barbara Adams, manager of passenger operations. Layovers on the Bellows Falls-Chester

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ANNOUNCEMENTS

HUGE RAILROAD Antique and Collectibles Show and Sale. August 9th, Buena Park Hotel, 7675 Crescent Ave., Buena Park, Southern California. Behind Knott's Berry Farm, 160 tables, 10 A.M. to 4 P.M., $5.00, kids free. Information: 909-681-4647. Don't miss it! 898

WHITE MT. CENTRAL RAILROAD 40th Anniversary Steam Meet: 10 A.M. to 6 P.M., Sept. 26 & 27, 1998. Ride the Heisler, Climax and Porter locomotives! Steam roller races, steam shovel and steam fire engine demonstrations. Your $7.00 admission also includes the Bear Show, museums, guided tours and exhibits. Located at Clark's Trading Post, U.S. Rte. 3, Lincoln, NH 03251. 603-745-8913. 998

ATLANTA, GEORGIA, August 22, 1998, Southeastern Railroadiana Collectors' 21st Annual Railroad Collectibles/Model Train Show. Over 400 tables. Plus over 125 tables of airline collectibles. Other transportation collectibles. Georgia International Convention Center, South Atlanta Airport, adjacent Sheraton Gateway Hotel. 9 A.M. to 4 P.M. Admission $5.00, tables $40.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 998

DECEMBER 5, 1998: The Rocky Mountain Railroad Club completes its 60th Anniversary of railfan excursions with an authentic re-creation of the *Silverton Mixed* train on the Durango & Silverton Narrow Gauge Railroad. The 470 class locomotive will have a snowplow attached and the tender will have correct flying Rio Grande lettering. All the assorted freight cars will be in their proper boxcar red color scheme with correct lettering. The passenger cars will retain thier colorful gold paint scheme while the letter boards will carry the correct D&RGW lettering. A long caboose will complete the consist. The round trip excursion will depart Durango and travel to the Cascade Wye. Numerous photo runbys will occur at rare vantage points as we will have the entire line to ourselves. This train has not run in over thirty years, so don't miss this opportunity to relive history. For complete details send a SASE to: Rocky Mountain Railroad Club, Trip Committee, PO Box 2391, Denver, CO 80201. 1198

BOOKS & PUBLICATIONS

TRAM TO SUPERTRAM: 8x12, 48pp, photos, maps. Sheffield, England's old (closed 1960) and new (opened 1994) electric tramways. $8.00pp. The Map Factory, Box 12629, Seattle, WA 98111-4629. 898

TWO NEW TIMETABLE! Altamont Press has released Northwest Region Timetable 5 covering Alaska, Oregon, Washington, and Idaho and California Region Timetable 9! Both editions feature updated merger rosters and symbol charts. Just $17.50 each! Other current editions: Rocky Mountain (CO/UT/NV) $16.50, Southwest (AZ/NM) $14.50. Maps Roseville $5.00, West Colton $5.00, both $8.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page: http://altamontpress.com. 898

RAILROAD BACK ISSUES - 210 issues from 1949 to 1979. SASE for list. R. Hartley, 85 E. 10th St. #6E, New York, NY 10003. 898

FOR SALE

FOR SALE: Original cover illustration for Railfan Magazine, November, 1980 issue. Painting by Richard Karstens, features "The Gator Line", photos available. $975.00, Stu Perlmutter, 618 Cumberland St., Lebanon, PA 17042. Includes original issue. 717-272-8481. 898

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MAGAZINES! 80 titles. Books, timetables, other paper. 55 cents SASE to: Stephans, PO Box 1062, Talbott, TN 37833. 423-828-3441. RRhistory@aol.com 299

Green Mountain [illegible] Tuesday through Sunday, June 27th [illegible] September, then daily September 19th through October 18th) allow time to eat in either terminal city. And in Manchester, one end of the Manchester-Arlington *Vermont Valley Flyer* (Wednesday through Monday, July 1st through October 18th), eateries await arriving passengers. Special trains between Bellows Falls and Ludlow run the first three weekends in October, with two-and-one-half hour lay overs in Ludlow to accommodate your dining and shopping pleasure. Steam power joins the roster in August in the form of New York, Susquehanna & Western's Chinese-built 2-8-2 for the first annual Great Falls Transpo '98, July 29th through August 2nd, with specials run beyond those dates. To keep up with the busy schedule of this operation, call 800/707-3530 or 802/463-3069, visit them on the internet at *www.rails-vt.com* or check R&R's TIMETABLE elsewhere in this issue.

Finally, the absence in June's *Guide to Dinner Trains* of two other entries can only be attributed to my slovenliness. They are:

Kansas, Dodge City; **Dodge City, Ford & Bucklin Railroad;** at Willroads Garden Drive; 316/225-3232. A seasonal dinner train offers regularly scheduled runs with meals cooked on board.

Missouri, St. Louis; ***Canadian Sunshine* Rails;** Amtrak Station, 550 South 16th Street; 405/942-2222 (in Oklahoma City, Okla.). This on-going private car operation has the *Canadian Sunshine* accompany regularly scheduled Amtrak runs on a charter basis, with seating for individuals offered as "space-available."

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Ice troubles the

OVER THE NIGHT of March 8th and the morning of March 9, 1998, a fierce, late-winter blizzard hit northwest Indiana. It was a combination of rain that quickly turned to ice on all surfaces followed by copious amounts of snow, some of it lake-effect precipitation. High winds and the weight of the ice caused a number of the high-voltage towers of the Northern Indiana Public Service Company to collapse. Ice-covered tree limbs snapped and brought down electric and telephone wires. A massive power outage affected many thousands of people and an electric railroad.

Restoring power was difficult because of the amount of ice-caused damage and the snow drifts that made access to troubled areas virtually impossible for days. The Northern Indiana Commuter Transportation District's South Shore Line commuter service suffered one of the worst service interruptions in its history.

The South Shore was fortunate because the catenary stayed up, but 31 miles of signal wire came down, disabling the block signal system. Power outage and the loss of signal wire was the cause of the loss of grade-crossing protection. The NICTD offices in Dune Park and the offices and shops in Michigan City had no electric power.

The nightmare for the South Shore started during the March 9th rush hour. Four early trains reached Chicago, and then the blizzard began to shut down offices and business in Chicago. One train heading for Chicago that morning was stopped at Clark Road in Gary by signal wire down and soon was marooned because of the loss of traction power. Other South Shore trains were held back to avoid trouble and thus were also marooned when the power went off. Eventually the stranded trains were pulled back to Michigan City by diesel locomotives.

All South Shore passenger service was suspended at 7:00 a.m. on the 9th, but passengers already in Chicago had to be returned to Indiana, a time-consuming process. Extra No.901 left Randolph Street on March 9th at 5:52 p.m.; it was met by a diesel locomotive at Kensington and pulled to Michigan City, where it did not arrive until 1:30 a.m. on March 10th. Passenger extra No.903 left Randolph Street at 8:02 p.m. and was also met by a diesel locomotive at Kensington. It did not arrive at Michigan City until 5:00 a.m. on March 10th.

South Shore Line commuter service was suspended on March 10th and 11th; rush-hour service between East Chicago and Chicago was reinstated on March 12th. While the trains were not running, NICTD crews assessed the damage and began to work on it. Contractors were hired to rehang and repair the signal wire; 12,000 feet of signal wire was put underground. In places, signal wire had blown sufficiently to touch the 1500-volt DC catenary; components in some of the signal boxes were melted.

There was no passenger service on Saturday or Sunday, March 14th and 15th, and maintenance crews continued to work throughout the weekend. NICTD provided express shuttle bus service from Dune Park, Ogden Dunes, Miller and Gary to East Chicago beginning on Monday, March 16th. On that day, NICTD line and maintenance crews made major progress in re-establishing grade-crossing protection; in the absence of grade-crossing protection, trains must stop and flag across, a time-consuming operation. Rush-hour service was restored between Michigan City and Chicago on Thursday, March 19th. Shuttle buses continued between South Bend and Michigan City. Weekend service was restored between Michigan City and Chicago on March 21st and 22nd, and finally NICTD resumed all South Shore Line train service between South Bend and Chicago on March 24th.

Restoring service so quickly under such adverse circumstances is a tribute to the diligent work of NICTD crews and management. Under difficult conditions, the NICTD team restored active protection to 53 grade crossings, buried 12,000 feet of signal cable, repaired 18 miles of signal line wire, repaired 30 signal cases and restored block signals system wide. The estimated cost of the repairs is at least $700,000, of which the estimate of lost revenues is $200,000.

At a NICTD board meeting on March 27, a resolution was passed thanking the NICTD staff for its diligent work in restoring South Shore Line service; they also thanked the passengers for their patience in bearing with a difficult situation until it could be put right.

St. Louis light rail groundbreaking

At the Belleville Area College in Belleville, Illinois, a ceremonial ground-breaking took place on March 6, 1998. It marked the beginning of construction of the first phase of the extension of the MetroLink light rail service in Illinois. Involved is an eight-station, 17.4-mile rail line into St. Clair County, Illinois. At the present time, MetroLink runs from the St. Louis airport on the west, through downtown St. Louis and across the Eades bridge, to Fifth and Missouri in East St. Louis.

The Bi-State Development Agency, in conjunction with the St. Clair County Transit District, has managed the preliminary engineering and carried out the final design of the extension. It will also manage the construction effort. The project will pump millions of dollars into the local economy. When finished, the light rail service will

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

South Shore Line

help improve accessibility for employment, medical service, education, recreation and shopping along the line in both Missouri and Illinois.

The St. Clair County extension will be constructed in two phases. The first, 17.4 miles of double track, will extend the line from Fifth and Missouri in East St. Louis to the campus of Belleville Area College. In phase two the light rail line will go eastward to Scott Airforce Base and the Mid-America Airport. It is expected that the first phase will cost $339,169,856, with a federal share of $243,930,961. A one-half-cent local sales tax was approved by the voters of St. Clair County Transit District in November 1993 to provide the local share of $95,238,895.

About 13.5 miles of the new line will use existing railroad right-of-way; the remainder will be on a new right-of-way, and the entire line is expected to open in 2001. Thanks to Linda Hancock, Director of Communications for the Bi-State Development Agency, for the information. For more information, call 314/982-1440.

Results of the BART strike

The labor strike at BART during the summer of 1997 changed the riding habits of some commuters in the San Francisco Bay area. Before the strike BART carried 270,000 riders each day; in the post-strike period it is moving 263,000 riders a day. AC Transit's Transbay bus riders before the strike totaled about 9400 each day; during the strike it rose to 42,500 and in the post-strike period it is 13,000. Some ferries increased ridership as well; the Alameda/Oakland ferry's total of 1500 passengers in the pre-strike period rose to 10,800 when BART was subject to the labor strike and in the post-strike period it is 1800. The Vallejo ferry moved 1200 pre-strike riders, 4000 during the strike and 1800 in the post-strike period. Only the Harbor Bay ferry is doing less well. In the pre-strike era it carried 483 daily passengers; this grew to 1274 during the strike and now has fallen to 400. Thanks to Carl Ed for the news.

Old Colony Line Ridership

The revivification of the Old Colony Line by the Massachusetts Bay Transportation Authority began in September, 1997. At that time the "T," as the MBTA is called, figured it would take about three years for the Plymouth and Middleboro lines to reach a combined ridership of about 10,000 a day. As of February, 1998, about 6100 passengers ride daily on the Plymouth line and another 5200 use the Middleboro-to-Boston line daily.

The success in attracting patrons has caused overcrowding on the trains. Beginning in early February the MBTA began to add some of its double-decker cars to the fleet serving the Old Colony. Seventeen double-decker cars were ordered for the commuter rail lines, with the first designated for the Old Colony service. The extra ridership is causing problems with parking space as well as standing room only on the trains. Thanks to Walter E. Lockhart for the news.

New Penn Station Progress

"There is no such act of vandalism in the history of New York City as the destruction of the original Pennsylvania Station." Those are the words of U.S. Senator Daniel

marty petersen

SALT LAKE CITY SOUTHERN GP7 2151 was hauling four cars of ballast for Utah Transit Authority's light rail project through the Interstate 15/215 reconstruction site on March 11,1998. The first segment of the light rail system will run from downtown Salt Lake to Sandy, Utah, approximately 15 miles. There will be 17 stations along the line, with five in the city and twelve located at major east-west suburban streets. Each of the outer stations will be fed by bus service and six stations will have automobile parking.

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Patrick Moynihan (D-N.Y.), who is a driving force behind the new Pennsylvania Station.

If the project is carried out, the new Penn Station will be a block west of the present location and will use a portion of the James A. Farley General Post Office building. The Farley building was designed by the same master architects, McKim, Mead & White, who designed the original Penn Station headhouse. The Farley General Post Office building is similar to Penn Station and has a 150'×230' central court; the court is now used as a work floor for letter carriers. Senator Moynihan and the Pennsylvania Station Redevelopment Corporation see the court as a great public hall that would lead to the Amtrak platforms.

For those outside of New York, even though the great station building above the surface was long ago destroyed and carted away to be dumped in the New Jersey meadows, the underground part of Penn Station still thrives. And thrive is the right word. Increasing patronage on the Long Island Rail Road and New Jersey Transit trains that come into Manhattan, as well as Amtrak, have strained the capacity of the station.

With the Amtrak portion of the station moved a block west, the stress on the facility's amenities will be relieved. The Pennsylvania Station Redevelopment Corporation has asked for 700,000 square feet from the U.S. Postal Service in the Farley building. This will allow 257,000 square feet of retail space to be included in the station, which would help attract many private investors to the project.

The Farley building, usually called the General Post Office, opened in 1914; it was expanded westward to Ninth Avenue in 1935 and was one of the very first buildings to receive landmark designation. This occurred in 1966 to prevent it from suffering the same desecration as Penn Station. Raising the money for the station project has been moving along. The new Penn Station is expected to cost $315 million; President Clinton has included almost $12 million more in the budget that he sent to Congress in February than had originally been budgeted. Thanks to Jonathan Goodman for the news.

Flashes

Congratulations to **SHARON D. BANKS.** Ms. Banks is general manager of the Alameda/Contra Costa Transit District in Oakland, California. She was named chairman of the executive committee of the Transportation Research Board for 1998.

Henry Goode of the **BALTIMORE STREETCAR MUSEUM** tells me that the museum hopes to relocate and to become more of a tourist attraction. In addition to long-time Annapolis lobbyist Bruce C. Bereano, former Governor William Donald Schaefer is now on the museum board and is recruiting other big names to help raise the funds needed to make the move. One of the sites under consideration for relocation would be closer to the Baltimore & Ohio museum. Thanks also to Marion J. Zych for the news.

The **TRINITY RIVER EXPRESS** that now runs from Dallas Union Station west to South Irving will eventually be expanded to Fort Worth and the Dallas/Fort Worth airport. The current service is much more popular than originally expected when it got underway at the end of 1996. It is now expected that the projected 9000 passengers per day between Dallas and Fort Worth will have to be raised. Thanks to James R. Fisher for the news.

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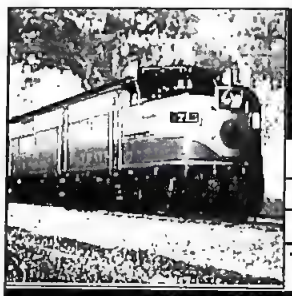
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CATALOG ON REQUEST

A few changes

REGULAR READERS of RAILFAN & RAILROAD will notice a few changes in this issue. Most of the changes are based on the reader survey we conducted a few months ago, and while we're still compiling the final numbers — almost 800 readers responded — we noticed a few trends right away and we are striving to give you what you like to see.

First and foremost, we discovered that RAILNEWS was by far and away the most popular section among our readers. With that in mind, we have redesigned RAILNEWS to put most of it in one place in the magazine (due to color page location constraints with a previous printer, the color news was scattered throughout the magazine) and changed the format for the first time in RAILFAN'S 24-year history. There will still be the occasional two-column news item outside of the RAILNEWS section (see the *New England History* piece on **page 63**), but full pages just for news are congregated in one location.

The other big change is in the contents page. We've moved Hal Carsten's FROM THE PUBLISHER'S DESK column off the contents page so we'd have more room for it — many readers felt that the typeface used was too small. Many readers wanted to see more vintage material, and many wrote that they wanted to see material from RAILROAD magazine, so we'll be printing TRUE TALES OF THE RAILS on a regular basis. We're also closing the magazine with a full-page photo called FINAL FRAME, where you may eventually see many Cover One contest entries that didn't quite make it to the winner's circle.

Most of the other changes are cosmetic. Associate editor Chris Kimler and I, along with Larry Dietch and Tammy Havens in our art department, felt that after 24 years RAILFAN & RAILROAD deserved a new look. The content you've come to expect won't change — we're committed to bringing you the finest in contemporary railroading and great moments from the past. We hope you like the new additions. Let us know what you think.

The 1998 Cover One contest

The 1998 Cover One photo contest is at hand, providing a lucky photographer with the opportunity to see his or her colorful railroad photo grace the front cover of R&R. As has been our custom, the First Place winner will receive $200, the Second Place finisher gets $100 and a selection of Runners-Up (usually nine of 'em) get $50 each. The First and Second Place photographers are also profiled in WE'D LIKE YOU TO MEET . .

The 1998 contest has no theme — any rail subject taken at any time qualifies. The only qualifications are that the image must fit our cover's "full-bleed" vertical format, filling the cover to all four edges with room for the R&R banner across the top and the UPC bar code in the lower left corner. Helpful hint — the judges are strongly influenced by bright, brilliant, sharp, stunning, vivid color. The cover is our best newsstand marketing tool, and bright color certainly catches the eye of potential readers.

Now for the contest legaleze: There is no limit on the number of photos that can be entered by any one photographer, but we generally only award one prize per entrant. Slides and prints are eligible, and your name *must* appear on *each* photograph. Include your address, phone number and caption information inside your package. Prints sized somewhere in the 8×10 or 11×14 range work best, and they should *not* be mounted on a board. Slides should be sent in plastic pages, not in yellow Kodak boxes. Securely package everything to prevent munching by the U.S. postal service. All entries should contain return postage and packaging. And — very important — do not send Cover One entries with any other correspondence such as news photos. We do not open the contest packages until after the deadline.

If you use one of the next day carriers such as FedEx and want your material returned the same way, please send a completed and paid-for return air bill. Our FedEx and UPS address is 108 Phil Harden Road, Newton, NJ 07860. Regular mail users can send submissions to P.O. Box 700, Newton, NJ 07860. Prominently mark the outside of the envelope *Cover One contest.*

The deadline for entries is September 9, 1998, which gives you procrastinators all of Labor Day weekend to get your entries sorted and overnighted to us.

Panama Canal revisited

Back in February 1998's MARKERS I related the story of the cruise my wife Genie and I made through the Panama Canal with the Lancaster Chapter NRHS. Part of the story dealt with the locomotives known as "mules" used to tow the ships through the locks. That item prompted the following letter from Lance Terrell of Austin, Texas:

"I am a native Zonian, an American born and raised in the Panama Canal Zone, and I wish to point out what I consider an error made by Mr. Barry in his article concerning his Central American trip on pages 63 and 65 of the February 1998 issue of RAILFAN & RAILROAD magazine. In the first column on page 65, he states that the electric towing locomotives used to tow ships through the Panama Canal locks are called mules 'since they replaced actual mules.' This statement is incorrect if he intends it to mean that real blood-and-flesh mules were first used on the Panama Canal before being 'replaced' by the electric towing locomotives. If this is his intention, then I wish to state emphatically that four-legged mammalian mules were never used on the Canal at any time, nor were they even considered during the planning and design phase almost a century ago. Blood-and-flesh mules may have been fine for towing the small wooden canal boats and barges used on the shallow narrow canals in the early 1800s, but there is no way that these animals, or even teams of

New England history

THE DANBURY RAILWAY MUSEUM located in western Connecticut, held its annual Spring Show on the weekend of May 16-17, 1998. Highlights of the event included the museum's RS1 — former Green Mountain 400, originally Illinois Terminal 753 — fully painted as "New Haven 0673" and the former New Haven RDC set *Roger Williams,* now privately owned. A special train ran to the museum from Grand Central Terminal in New York on Saturday, going up Metro-North Railroad's Danbury Line and returning via the freight-only Beacon Line to Beacon and Metro-North's Hudson Line.

During the evening, a night photo session was held on the museum grounds. Among the set-ups was a recreation of a major passenger terminal with "New York Central 4096" — actually former Union Pacific 912 — posed with the *Roger Williams* and "NH 0673" (**below**). Other set-ups were staged at the museum's turntable (the only operating turntable in Connecticut) with the Alco and RDC set. Perhaps the most unusual set-up, though, was a creation of a scene from Penn Central days. PC caboose 23662, acquired from the United Railroad Historical Society of New Jersey, was posed with a pickup truck in full PC green (**above**).

As much as Penn Central was disliked by the rail enthusiast world when it was created in 1968, the renewed interest in 1970s culture has brought at least acceptance, if not a fond remembrance, to the railroad. Penn Central perhaps falls into the same category as disco and *The Gong Show* — we didn't know what to make of it then but, looking back, it was kind of different — *S.B.*

steve barry / lighting by steve barry, kermit geary, jr., fred jones and john tully

them, could hope to tow the large, multi-ton steel ships of this century.

"From the beginning, the plan was to use electric towing locomotives on the Panama Canal, and these eventually would be designed and built by General Electric in Schenectady, New York. Toward the end of Canal construction in 1914, 40 of these 43-ton GE towing locomotives were shipped to the Canal Zone and distributed to the three sets of locks. These original GE locomotives served reliably for over four decades until replaced in the 1960's by more modern Japanese-built Mitsubishi locomotives, which continue to serve today.

"It is true that these towing locomotives have always been called 'mules' or 'electric mules' because they serve a function similar to, but not quite the same, as the mammalian prototypes. While the purpose of the blood-

RAILROADING CALIFORNIA STYLE

Searching for the Santa Fe on the BNSF in '98

In PART 1 of this new video series #4 we look at action from the busy Barstow area on today's Cajon Subdivision. Next we move west to Victorville where helpers are added to trains for the climb up the east slope of Cajon Pass. We also view laboring freights as they work up hill.

In Part 2 we move south-west to the busy San Diego Subdivision and its single main which runs south from L.A., the line ends up in National City where a lot of freight is distributed. We also take a close look at Mira Mar Hill just north of San Diego where trains really labor as they make their way up its serpentine curves. Don't miss out on all of the Santa Fe action at this special price.

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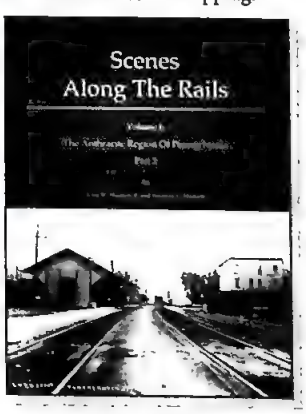

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THE FORMER CLINCHFIELD between Kingsport, Tennessee, and Marion, North Carolina, was the route traversed by the *Nolichucky Gorge Special* on April 26, 1998. The trip, using Amtrak P42s 79 and 70, was sponsored by the Watauga Valley Chapter NRHS. The northbound train was south of Relief, North Carolina (**below**). The previous day another Watauga Valley trip operated over the Clinchfield between Kingsport and Elkhorn City, Kentucky.

THE *AMERICAN-ORIENT EXPRESS* passed through St. Louis on four different occasions during March and April 1998. The *Jazz & Blues Express* operated over the Illinois Central between Memphis and St. Louis and over Union Pacific between St. Louis and Chicago. The *AOE,* behind Amtrak P40 812 and P42 16, was passing through downtown St. Louis under the Arch on March 29, 1998.

top: larry r. stiles / above: william crawford

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All entries, including winners, will be returned after winners are published.
Send your entries to:

COVER ONE CONTEST
Railfan & Railroad
P.O. Box 700, Newton, NJ 07860

and Nash mules was to provide simple towing or locomotion power to unpowered craft for the whole length of a canal, the function of the Panama Canal's 'mules' is to tow a ship through the lock's chambers safely, without having a ship contact, or rub against, the concrete walls or steel gates of the chambers, as is the case with locks elsewhere. It was deemed from the beginning that ships would not proceed through the locks under their own power lest they cause damage to the locks. The 'mules' were designed as the controlling device, or means, to reduce this possibility, in that they keep a ship in proper relation to a lock chamber by maintaining the proper tautness on the towing cables on both sides and both ends of a ship. Their use, however, is confined to the three sets of locks only, not to the total length of the Canal. Only after a ship clears a set of locks can it proceed under its own power through the dredged Canal channel. The percentage of the total length of the Canal's 50 miles that requires the use of towing locomotives is approximately 2.5%, which in effect is the total length of all three sets of locks put end to end.

"There is one of the original General Electric mules preserved here in the States, and it is located at the Museum of Transportation in St. Louis, Missouri. At the moment, it is in storage but is scheduled to be put on public display within two or three years."

During our ship's transit through the canal there was a running commentary piped throughout the ship for practically the entire day. I'm trying to recall the precise phrasing used by the narrator, but it probably went something like "the locomotives replace the function of mules in the canal," although he could have very well said "the locomotives replaced mules in the canal." I probably (and wrongly) assumed that the canal locomotives actually replaced mules in the Panama Canal, as it makes for a better story. A little bit of thought would have told me otherwise.

I want to thank Mr. Terrell for setting me straight on that story. After all, shooting Panama Canal mules and the excursion we rode in Costa Rica marked the first time my cameras were pointed at a rail subject outside North America.

Steve

NEXT MONTH RAILFAN & RAILROAD

• **RENO BOUND: From its beginnings as a narrow gauge line, Union Pacific's Reno Branch has had a fascinating history. Brian Jennison traces the narrow gauge roots and the days when Western Pacific owned the branch, then gives us a look at today's UP locals that haul auto racks and TOFC through the Nevada countryside.**

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Final Frame

photo by john a. swearingen

A CLEAR SIGNAL AND CLEAR SKIES — could a railfan hope for any more as a new day approaches? This signal along the Burlington Northern at St. Catherine, Missouri, gives a green light on June 14, 1983.

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